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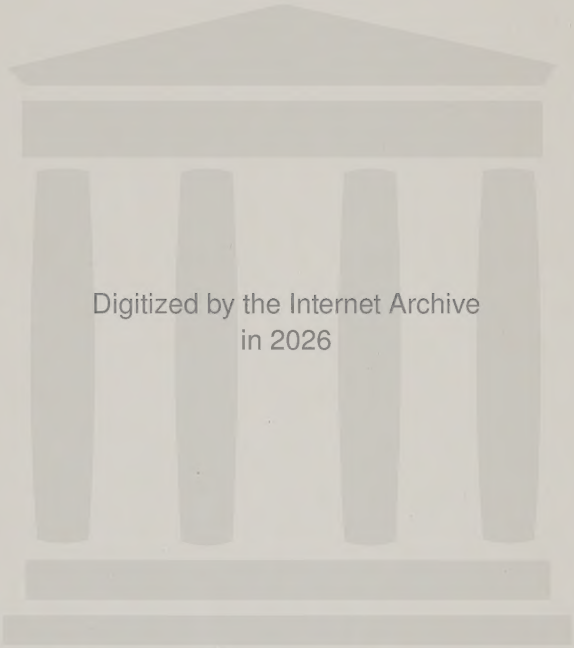
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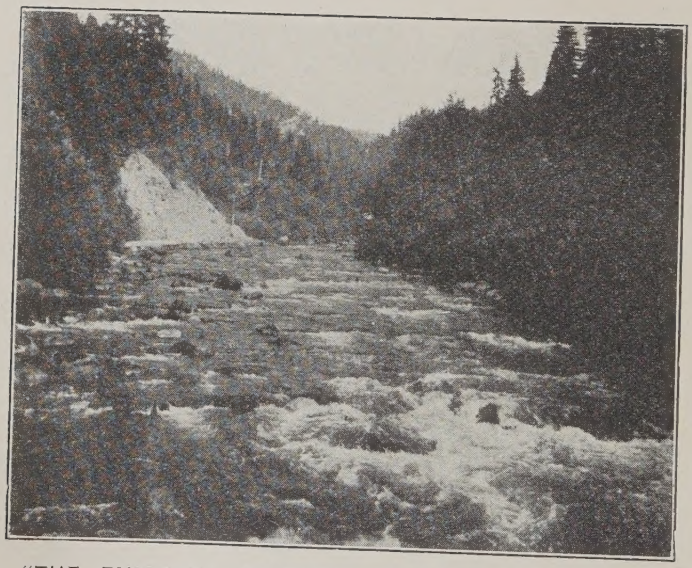

"THE EMIGRANT REJOICED TO SEE THE TRUCKEE RIVER."

NEVADA STATE HISTORICAL SOCIETY PAPERS

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NEVADA STATE HISTORICAL SOCIETY
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EDITOR'S FOREWORD

Across the gulf of the years there come to us now and again memories of those empire builders who conquered the wilderness and the desert. No justification is needed for this effort to make permanent through publication the knowledge of their achievements. In this volume conscious effort has been directed toward the combination of the scientific method of historical writing with the less technical treatment of materials in the form of reminiscences. For in this latter way may be salvaged much of real worth in the story of mankind which would otherwise be lost, and an atmosphere may be created which no strictly scientific treatment would induce. Albeit many of those pioneers were just "plain people" who worked modestly in a small sphere, yet here is glimpsed the beginnings of Nevada's social and economic life. Especially in the Miller reminiscenses is there the touch of the writer who bears in his own experience the marks of the pioneer life and who has hence been able to make to live again "these men, who at that time seemed such a natural part of their environment," but, as he says, when "glimpsed back through the passage of years, are now recalled as of a type that made the West famous and, having tamed the wilderness and accomplished its purpose in life, is now almost extinct."

The tragedies of those early days are forcefully epitomized in the relation of the death of Judge Ralston as a victim of the desert as also in the two Indian tales; the brighter side of pioneer life and the striving for the beginnings of culture are pointed in the story of theatrical amusements.

The section devoted to high school themes on Nevada history reflects the interest of the young-

er generation in the making of their State and presages a conscious determination to profit by the work of those who have gone before as well as to emulate them in future deeds."

In the field of careful investigation and critical treatment we present this year Mr. Williamson's review of the misnamed "Pyramid Indian War" and Miss Prouty's analysis of the development of Reno. Mr. Williamson lived as a child at Fort Churchill where his father was an officer and he has a personal interest in unravelling Nevada's early Indian history. In the treatise on Reno is to be found not merely an attempt to explain Reno as a fact growing out of physical conditions but also to show a cross section of the life of the Nevada metropolis in this early 20th century. For the future historian it will be invaluable source material because of its sober non-inflated style and because it gives a perspective of connection with general westward expansion.

Mistakes have doubtless crept into all this work, perchance by reason of lack of time on the part of the editor to check with care each statement, and perchance also occasionally for want of source materials at hand from which to verify assertions. Especially in the spelling of proper nouns has there been scant opportunity to reconcile the various forms which appear in reminiscences, newspaper accounts, histories, and the early State census of 1875. Perhaps it is wiser to publish imperfectly edited accounts than to wait indefinitely until details have been perfected. In the corrections and criticisms from readers the cause will have profited.

The maps have been selected with a view to emphasizing the "whereness" of places described in the text. For the most part they are reproductions of old originals held by the Nevada State

Historical Society in its collections as are also the pictures which are interspersed through the volume.

The thanks of the editor are due to the many friends who have contributed to the work in various ways and especially to our Curator, Mr. C. F. Cutts, whose untiring efforts in the handling of manifold details has made possible the accomplishment of this task before the close of the Biennium. To my colleagues in the University department of History and Political Science whose loyal cooperation in the field of my vocation has made possible this avocation, to the Board of Trustees of the Nevada State Historical Society who have by their intuitive comprehension of difficulties smoothed the way, and to those others who have by devious little helpfulnesses removed mechanical obstructions from my path, I make grateful acknowledgment.

JEANNE ELIZABETH WIER

We are not responsible for personal opinions expressed in these papers. We print nothing which we have reason to believe incorrect; but one purpose in the publication is to arouse criticism and discussion, and thereby to gain more information on these topics.

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WHEN MAJOR ORMSBY WAS KILLED

A REVIEW OF THE MOST IMPORTANT ENGAGEMENT WITH INDIANS RECORDED IN THE ANNALS OF NEVADA.

BY
DAVID E. W. WILLIAMSON.

INTRODUCTION

The first important conflict of white men and Indians in all the territory that lies between the Rocky Mountains and the Sierra Nevadas occurred on the Truckee river between the present site of the Indian agency and Wadsworth on May 12, 1860. No monument marks the retreat of that armed company of early residents when they fled that day, leaving forty-six of their number dead or dying. The river flows still between the steep banks, and in many places in the same channel, and remains of the old trail can be found above the cliffs to the east, but not even a stake points to the rough line where, burning with thirst in the heat of a late spring day, a band of undisciplined miners, prospectors, hotel-keepers, lawyers, clerks and adventurers ran for their lives mile after mile with death riding at their heels. The sagebrush grows on the hillsides now as it grew then, and many of the low trees that stand on the banks of the river must be the same today that sixty-four years ago hid the enemy, but to trace the advance and the route there is nothing to rely upon except the confused accounts of participants written years afterward. Distances given in narratives of those who were eye-witnesses do not agree with the descriptions of the ground, and there are no actual survivors on either side to call back the memories of the battle, save one old Indian who was a lad of twelve when the conflict occurred.

CHAPTER I.

FRICTION BETWEEN THE RACES.

The Pah-Utes of Western Nevada, then known as the Washoe Country, had been restless for over a year owing to the influx of increasing numbers of white men into the territory. In the crowd that found their way over the Sierra from the coast were scores who were arrogant and insolent to the natives, riding rough-shod over them on all occasions, seldom keeping faith with them and contemptuous in their treatment at all times. The Indians resented such conduct, and among them, unfortunately for peace, were leaders of different bands who were eager to foment trouble. From time to time, Bannocks and Shoshones, more reckless than the Pah-Utes, visited the tribes at Pyramid Lake to spur them on. It was the Bannocks that were accused of the murder of Peter Lassen, after whom Lassen County in California and Lassen Peak were named. He was a leader among the pioneers, a man of great energy and of great native ability. In March, 1859, while he was camping on the way to look at a mining prospect, he and his companion were killed in a canyon above Clapp Creek, twenty miles north of Black Rock, and no one was ever brought to justice for the crime. In the following eight months six other men were killed under conditions that clearly indicated Indians as the murderers, but on the surface the Pah-Utes appeared to be peaceably inclined and friendly to the whites. They were reported to be famishing and the early winter of 1859 had caught them unprepared for the cold but beyond a paragraph in a Virginia City paper that said they blamed the whites for the cold and the famine no one seems to have paid much attention to them. Then came

another warning. A band of Pah-Utes laying claim to the Honey Lake valley had made a bargain with a party of settlers there early in 1858 and asserted that the pioneers had agreed to pay them $16,000 but refused to live up to the agreement. There was some ill-feeling on both sides, apparently, and then on January 13, 1860, a rancher named Dexter E. Demming was shot dead at his home in Willow Creek valley, just north of Honey Lake. His ranch was robbed.

There was scarcely any regular, recognized government authority in the territory at the time. Mormon settlers in Carson River valley looked to Utah, many who had crossed the plains considered the Washoe country to be a kind of no-man's-land, others thought it part of California and still others thought it was open ground. The last element decided to set up a territorial government, and in June and July, 1859, efforts to that end had resulted in the election of Isaac Roop as governor, who was recognized by the men in the territory and in the Honey Lake country, which was supposed to be part of what is now Nevada. The killing of Demming aroused the people of Susanville and they sent a petition to Governor Roop for aid. He sent out a party under U. J. Tutt, who followed the trail from Demming's ranch, and reported to Roop on January 24 that he had traced the crime to a party of Pah-Utes. Demand for the surrender of the murderers was refused by Winnemucca, their principal chief, and Roop then called on General Clarke, commander of the Department of the Pacific of the United States Army, for a company of dragoons, or weapons and field pieces. These were not sent at the time but some months later a force of regular army men was stationed in the Honey Lake country, though how large this was does not

appear from any record. Although Governor Roop in his letter to General Clarke declared that an Indian war was imminent, the miners and farmers do not appear to have been alarmed. Many prospecting parties were out in all directions and the ranchers took no special precautions to guard their property, although in the Honey Lake country commissioners appointed by Governor Roop declared that the Pah-Utes under Winnemucca were blackmailing the settlers by demanding several heads of beeves from time to time. Nor does there seem to have been the slightest alarm when it became known that the Indians were holding a great parley at their quarters at the foot of Pyramid Lake.

Twenty years after the conference the Indian statement of what occurred there was obtained through the aid of William H. Wasson, Indian agent on the Pyramid reservation, and it is this that is published in Thompson and West's *History of Nevada*. It is the only account that pretends to give the story of the parley and of the Ormsby party from the Pah-Ute side, but it obviously was devised long after the event, and shows traces of trying to throw the responsibility on Old Winnemucca, which during his lifetime he always declined to assume. Speakers at the parley are said to have accused the whites of destroying the Indians' wild game and pine nuts, on which they depended for food, and of taking away their land, but this is merely what Old Winnemucca told the people two years later. The talk began in the latter part of April and was still in progress on May 7. Two chiefs from Honey Lake and one from Mason valley were for war at once, and a Shoshone who had married a Pah-Ute woman and was influential, was also hostile to the whites. Neither Old Winnemcca

nor Young Winnemucca had spoken, but they were supposed to be for war, although they afterwards denied it, when, on the 7th of May, news was brought to Pyramid Lake of the killing of five men at the Williams station on the Carson river. No effort was made to meet the whites with offers of peace and reparation, and Young Winnemucca at once took command of the principal band of three hundred warriors. From such cautious admissions as could afterwards be obtained from the Pah-Utes it was this chief that organized the fighting and laid the plans to entrap and ambush the white men. Old Winnemucca is said to have been absent.

The impression gained from some of the accounts preserved of this little war is that the killing of the five men at Williams station was an outgrowth of the parley in progress at Pyramid Lake. This is not what William Wright thought about it, however, and Wright, who under the name of Dan De Quille was one of the most brilliant writers on the Comstock, was in Virginia City at the time. His statement in "The Big Bonanza," published only fourteen years after the battle and when many of the participants in it were still alive who would have been quick to point out any inaccuracies, is that the Williams station affair was a matter of personal, private revenge. He says that in the absence of James O. Williams, owner of the station, two or three young men captured and shut up two Pah-Utes in a kind of cave near the station and kept them there several days. The women were the wives of Bannocks, says Wright, and one of the husbands traced them to the station, but was driven off by the men there. He was refused help by the Pah-Ute chiefs, but obtained thirty

men from the Bannock tribe, and it was this party that attacked the Williams place.

Williams station was on the Emigrant trail, about ten miles northeast of where a few months later Fort Churchill was constructed. The owner, with two brothers, Oscar and David, had come from Maine and prospered through trade with the passing parties on their way to California. He was away down the Carson river at the time of the attack, but the Indians killed his brothers by shooting them as they stood outside the building and they shot Samuel Sullivan as he was trying to get away. In the house were James Fleming and a man known as Dutch Phil, and they perished when the attacking party set fire to the structure, burning it to the ground. The Indians then drove down the valley, stealing W. H. Bloomfield's cattle on the way but leaving the property of C. M. Davis unmolested, because, as one of the party afterwards said, Davis had never done them any harm and had always treated them honestly. At this time they were on their way to Buckland's ranch, eight miles from Williams station, but as the sun was rising they changed their plans and made off toward Pyramid Lake, driving Bloomfield's cattle before them.

CHAPTER II.

EVENTS PRECEDING THE BATTLE.

There are two versions of how the news of the slaughter at Williams station reached Virginia City. Dan De Quille in the volume he called "The Big Bonanza" says it was brought by a Pony Express rider and, as he was there at the time, he probably knew. The express had just been established and the first rider had come through from

the Coast only a month and four days prior to the affair. Myron Angell, however, who as editor of the Thompson and West *History* may be presumed to have made a careful inquiry into the facts, says that J. O. Williams himself carried the news to the Comstock community after his return to the station the morning after the tragedy. In whatever way the men of Virginia City learned of it, they were quick to act and warnings were sent out to miners and prospectors in all directions, not only from Virginia City but also from Carson City, Dayton and Genoa. From all these places men went to Buckland's station, where they organized on the morning of the 9th of May into four squads, numbering in all one hundred and five men. Major William M. Ormsby, who was in charge of the Carson detachment, urged that a commander of the expedition be chosen, but his suggestion was not followed and the band went forward with Archie McDonald in command of the men from Virginia City, Captain R. G. Watkins over those from Silver City and Thomas F. Condon over those from Genoa. Myron Angell, Thomas Wren in his *History*, and Major Ingalls, who wrote the account in Sam P. Davis' *History*, have all followed the narrative of the march and the battle written by Captain Watkins, who was an old Filibustero and had lost a leg while fighting under Walker in Central America, so that it is Watkins who must be regarded as the historian of the expedition.

The list of those who marched out from Buckland's on the morning of May 9, 1860, as given by Myron Angell in Thompson and West's *History* is taken from Watkins' account and is the only one that has been preserved. It shows that twenty of the one hundred and five were unknown to Watkins, as he accounts for only eighty-five names as follows:

GENOA RANGERS—Captain T. F. Condon, C. E. Kimball, Michael Tay, Robert Riley ("Big Texas"), M. Pular, Lee James, J. A. Thompson.

CARSON CITY RANGERS—Major William M. Ormsby, F. Shinn, John L. Blackburn, James Gatewood, Chris Barnes, Frank Gilbert, William S. Spear, C. Marley, William Mason, John Holmes, Richard Watkins, Dr. William E. Eichelroth, Samuel Brown, James McIntyre, Dr. Anton W. Tjader, Eugene Angel, a man named Lake and nine United States soldiers.

SILVER CITY GUARDS—Captain R. G. Watkins, Keene Albert Bloom, Charles Evans, James Shabell, James Lee, Anton Kaufman.

VIRGINIA CITY—Company No. 1; Captain F. Johnston, F. J. Call, Hugh McLaughlin, ... McTerney, Charles McLeod, John Fleming (a Greek), ... Henderson (a Greek), Andreas Schnald (Italian), Marco Keuergerwaldt, O. C. Steel, John Gaventi George (a Greek). Company No. 2: Captain Archie McDonald, William Armington, Charles W. Allen, G. F. Brown, G. I. Baldwin, D. D. Cole, A. K. Elliott, Charles Forman, A. L. Granis, F. Gatehouse, F. Hawkins, Arch Haven, J. C. Hall, George Jones, R. Lawrence, Col. M. C. Vane, Henry Meredith, H. McIntosh, Pat McCourt, S. McNaughton, Henry Newton, John Noyce, A. I. Peck, Richard N. Snowden, M. and O. Spurr.

COMPANY NOT KNOWN—J. F. Johnson, N. A. Chandler, G. Jonner, A. G. B. Hammond, James McCarthy, T. Kelley, J. Bowden, ... Armstrong, ...Galehousen.

Both Myron Angell and William Wright agree that the volunteers on the expedition wholly undervalued the fighting qualities of the Indians against whom they were marching. They, in many instances, says Angell, started on the expedition with the watchword of "An Indian for

breakfast and a pony to ride." Most of them thought there would be no serious difficulty in "running the Indians out of the country." While they were from four different communities there were in effect five independent bands, each with its own leader, and there was no general agreement among them. Ordinary precautions advised by men who had crossed the plains were probably taken, such as sending out scouts, but the Indians were all on the other side of the ridge in the Truckee valley and none could be seen anywhere on the march to Williams Station, where the expedition arrived on May 10th and halted for the night. After burying the bodies of Oscar and David Williams and Samuel Sullivan, which were found in the open, a council was held and a vote was taken on whether to continue the march. Not one voice was raised against it. The next morning, accordingly, they turned to the north and proceeded over the ridge into the Truckee valley, probably taking the route that starts from Carson plains about three miles west of Lahontan dam and follows a low pass through the hills. This would have brought them out at what is now Fernley and would furnish an easy ride to Wadsworth, on the site of which they camped on the night of May 11th.

Indications of the temper of the Indians were discovered at Wadsworth, for there the band found five men who had been defending themselves against attack for several days after having been driven from some point down the Truckee river toward the lake, where they were hunting. These men said three of their original party of eight had been shot down by the Pah-Utes. But when the expedition resumed its march north along the Truckee on the morning of May 12th no signs of Indians were visible. The trail was well marked. It lay above the river all the

way. The Truckee turns slightly west of north at Wadsworth and pursues a generally northerly course in a channel that is for the most part about the center of a gorge cut by the stream in such a way that the sides are marked by steep cliffs, perhaps fifty feet high. The trail was above this cliff on the eastern side of the river, at every point permitting an apparently clear view of the whole valley, but the men in the expedition did not know the enemy's methods. Probably every step they took in advance was observed from the surrounding heights by runners and immediately reported to Young Winnemucca and the Indians gathered in force at their village about where the Indian Agency buildings now stand. The white men rode along this trail, following its windings, for some fourteen miles without being molested and without seeing a single man of the Indians' force. Still following the old path, they drew away from the river about fourteen miles from Wadsworth and then rode along it as it swept around to the west. Here they came abruptly to a point where it suddenly drops from the high ground down into the meadows through which the course of the river was marked, then as now, by a dense growth of trees. All this ground at the present time has been cleared and is under cultivation but at the moment and for many years afterward it was covered by sagebrush, the bushes high enough to conceal a man lying prone. As the event proved, many Indians were hidden there, but the white men did not observe them and rode on down the trail into the plain. The Indians hoped to kill them all, as they afterward stated, so it is easy to see why the members of the expedition were not attacked at this time, when they had to ride in single file and could easily have been picked off one by one.

Going over this route today, it is easy to recog-

nize much of the country from the description given by Captain Watkins, but in the time that elapsed before he wrote his account his recollection of the distances had become confused, hence the figures given in subsequent narrations based upon his statement are inaccurate.

CHAPTER III.

THE FIGHTING.

No sign of the expected hostile force was seen by the expedition as its members rode along the trail after it reached the floor of the lower ground. It had been a cold winter with heavy snow and this had melted, causing the Truckee river to overflow its banks and to cover the broad, flat valley that opens out as the stream draws near to the lake. Below the bench land, which rims this area to the east, there was a stretch of ground densely covered with cottonwood trees and underbrush that now has all been cleared away but which at that time could not be penetrated by the untrained eye of the white men. This dry tract extended at different points out from the foot of the bench land from fifty to one hundred yards and beyond that was the flood water, which reached as far as a mile to the west. The volume of the Truckee river at that period even in summer was very great, as there were no irrigation ditches and no towns taking their water supply from it. It was a broad and deep stream. There was no bridge at any point from its source in Lake Tahoe to its mouth at Pyramid Lake and its depth at the point where it turns north at Wadsworth can be understood when it is known that a ferry was maintained there for years afterwards when that town came into existence. Between the rim of the valley then,

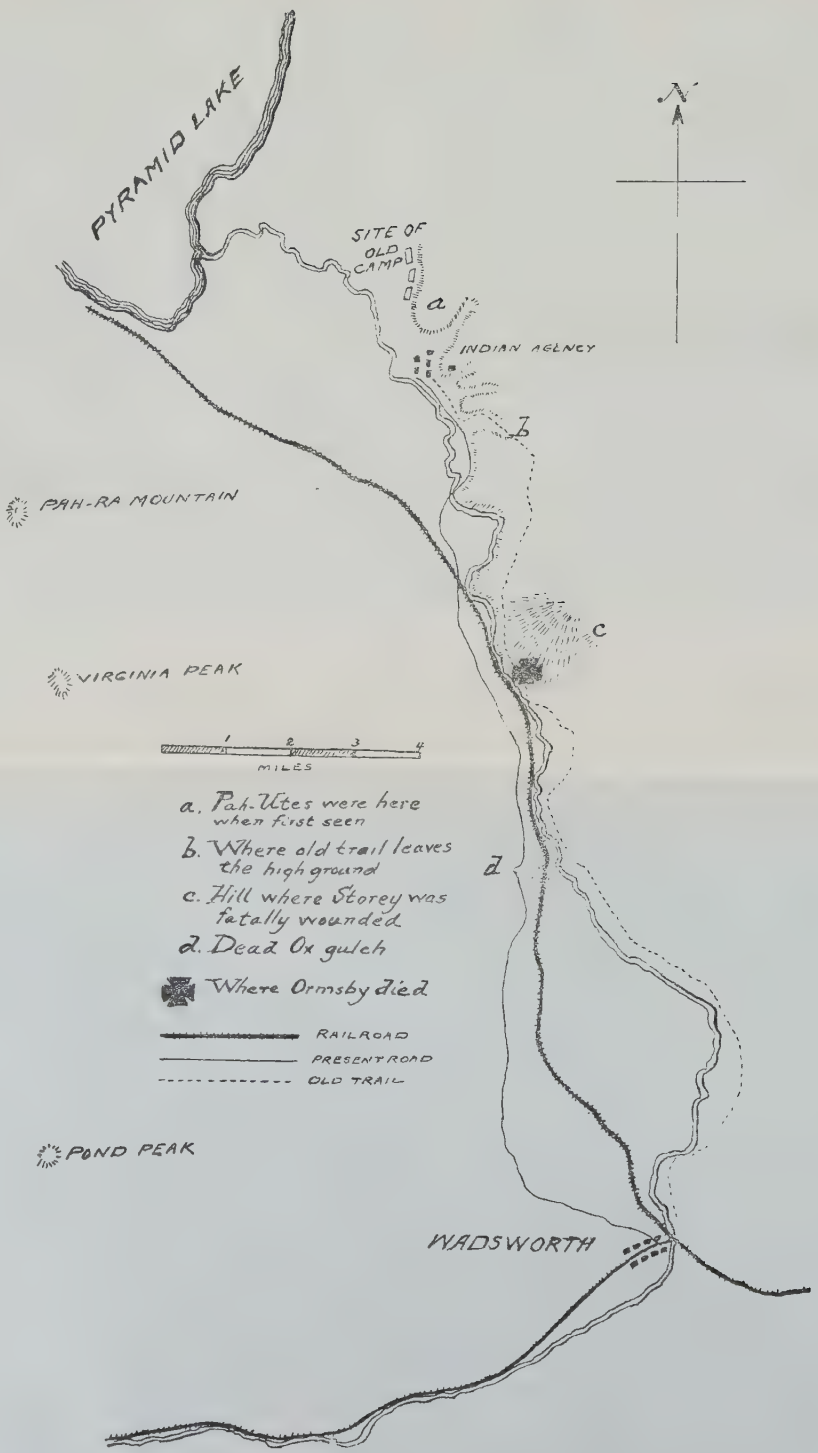
WHERE THE BATTLE STARTED

This is the field where the real fighting began between the Pah Utes and the forces under Major Ormsby. It was then covered with sagebrush and some cottonwood trees, which have since been cleared and the river straightened.

here from eighteen to twenty feet high and almost perpendicular, and the deep water on the opposite side to the west, there was no opportunity to turn and the trail ran straight ahead for about a mile and a half to the site of the present store, just beyond the postoffice at the reservation headquarters of today.

The whites rode along this trail knowing that they were approaching the main body of the Pah-Utes and, as there were old Indian fighters among them, they certainly proceeded with some caution. When they reached the site of the trader's store today, they first saw the Indians. Just beyond this point, if they had known it, were an unusual number of Pah-Utes gathered into three large camps but these were concealed from their view and all they saw was a group of twenty or twenty-five Indians and a few boys who were on top of a low mound or point of ground about twelve feet above their own level. This spot was an old gathering place for the Pah-Utes and had been so for generations.. The top is flat and broad enough to accomodate six hundred or more Indians sitting on the ground as was their custom at a council and it is level enough for them still to use it for their dances if they followed the old tribal customs, but they have abandoned them. From this spot a view can be had of every point in the valley and at the same time the approaches from the higher land can be seen.

Among these Indians there was a lad of twelve years of age and he still lives on the reservation, now a feeble old man. He is Johnny Calico and, though as a boy he could take small part in the fighting, he told the history of the day in the Pah-Ute tongue, when he was visited there on October 27, 1924, his son Fred, who speaks both Pah-Ute and English fluently, interpreting for him. His recollection of the whole affair is vivid



MAP OF THE BATTLE OF THE TRUCKEE

and it was he who definitely located the spot mentioned in this account. This is his description:

"The Pah-Utes were told that Captain Ormsby and many white men were coming to kill them all off because they had slaughtered cattle. The Pah-Utes blamed their hunger on the cattle because of eating all the grass seed on which they depended to make bread and leaving none to grow. So the white men came down the trail that runs by this place (his home on the reservation) and they rode along about a mile and a half from where the trail comes down off the high ground. The Pah-Utes were in three big camps alongside the foot of the bench around the point where the trader's store is today. They were warned that the white men were coming and many ran up on the high ground to see them. When the white men saw the Pah-Utes they stopped and the Indians then began to shoot at them with their bows and arrows and the shower of arrows was so thick and they came so quickly that the whites turned back. All this part of the land, which is now cleared of trees and brush, was then covered thickly with trees and, when the white men had been chased to a place below where the schoolhouse now stands, they turned off to these trees. But the Pah-Utes had run ahead, hidden behind these trees and, when the white men came near, the real fighting started, for the Pah-Utes let loose a cloud of arrows at them and the white men, who were all on horseback, fired off their guns. At the sound of the first gun, the Pah-Utes started back through the trees.

"There was one white man here who was bucked off his horse, which ran away. The man ran behind a tree and two Indians tried to find him but as they caught sight of him he aimed his gun at them and fired. One Pah-Ute was hit in

the toe and fell and then the others near by closed in on the white man. He did not fire again and the Indians shot him with their bows and arrows, then rushed in and took his gun and stripped him of all his clothes. While this was going on, Chiquita Winnemucca, who was on foot, was running after the white men who were riding back up the trail. Two of them turned and gave chase to him, but two Indians who were hiding at the side of the trail shot at them, hitting one and he fell. He was one of the captains of the white men. The other rode off to where the other whites were, followed by the horse of the man who had been killed. When the white men came to where the trail goes up from the valley to the high ground, it is very steep and the Indians were behind them and all around. Another white man was killed as he rode up with the others and he fell over dead just as he reached the top of the trail. Here most of the Pah-Utes stopped and only four or five small parties of them went on after the whites.

"In this chase at this time only one white man was killed. He was behind and one Pah-Ute chased him. This Indian was mounted on a horse. He rode up alongside of the white man, seized him and both rolled to the ground, where the white man died. His Indian antagonist took the white man's horse, but his own got away and it was on this Indian's own horse that another white man, a few moments later made his escape. There were two men who were riding one horse and the man in the saddle was seen to be telling the other to get off and pointing to the river as if there was a place by the stream where he could hide, so one got off the horse and the other rode ahead. But just then the horse that had escaped from the Indian and which had followed the whites came running back. The white man on foot grabbed

him, jumped on his back and made off to safety. Beyond this there is a point on the trail where it is very narrow. It is where the mountain comes down. Here one white man was riding when the Indians behind shot his horse and it turned over. As the Indians came up to this white man, he held out two powder cans and his pistol to them and told them not to kill him. Chief Winnemucca was ahead and three men were coming up the trail behind and one of the men behind killed this white man. Then his body rolled down into the canyon. This was Captain Ormsby. The Indians turned back at this time and did not go any farther."

Johnny Calico does not know how many white men were killed in the fighting, but an agent, sent by Myron Angell to Pyramid Lake reservation twenty years after the event, was taken along the trail by a guide who pointed out where forty-six in all had fallen. Of the Pah-Utes not one was killed and only three were wounded according to their own statements for years afterward and which is highly probable when one views the ground even today. Johnny Calico declares that there was no such regular line of battle as has been described by different writers since the day of the fighting, basing their accounts on Captain Watkins' narrative. There was no right wing and there was no left wing. His description shows that the Indians followed the usual method of endeavoring to surround the whites and ran through the trees with no sort of military alignment.

Captain Watkins' account says thirty men under Ormsby rode up a dry wash to the top of the high ground when the Indians were first sighted, but they would not have had to do so as the slope there is gradual enough for them to have advanced at any point. His recollection had prob-

ably become confused with the dry wash through which the main trail runs for a short distance before it turns at the low ground after coming down from the bench land above. Had a part of the whites reached the top of the little mound on which the Indians were grouped when first seen, they would have observed the great camps just beyond and would have realized at once their own peril and how much they had misjudged the number and spirit of the Pah-Utes. In the main, considering their different points of view, the narrative of Captain Watkins and that of Johnny Calico agree. Watkins gives more detail. "When the whites turned to the trees," Watkins says, as quoted by Myron Angell in Thompson and West's *History*, "and when they were met by the Indian's fire, they retreated until they were reformed by the personal exertions of two or three men and then in regular order they rode back to the south, at one time turning to the river, which they found they could not cross." The man thrown from his horse and who shot an Indian before he himself was killed, as described by Johnny Calico, was Eugene Angel, following Watkins' account. The man whose horse ran away after he was hit and who was shot was probably William Headley, who, by his activity, was thought by the Indians to be an officer. The man killed at the top of the steep part of the trail was Richard Snowden, beyond a doubt, because his body was subsequently found there. Henry Meredith was killed just before the trail ascends, while still in the bottom land. He was a lawyer from California.

The first shot in the fighting fired by a white man had been by A. K. Elliott, who had a rifle with telescope sights, but he missed his aim and he was among the men who fell during the race along the trail after reaching the high ground.

REMAINS OF THE OLD TRAIL

It was at this point that the old trail east of the river debouched upon the bottomland. The trail is almost obliterated, but it turns south at the dark line seen in the middle ground and rises there. At the sharply marked top of the hill, Snowden met his death.

This point where the trail left the bottom land had been placed by Major Ormsby in charge of Captain Watkins and Captain Thomas F. Condon with their men, but the men deserted and Condon went back to tell Ormsby, who evidently was now in command of the expedition by common consent, judging from the Watkins' account. It was too late to make a stand there, however, and with the Indians on their heels the white men rode up the hill and along the trail. Ormsby intended to make a stand at the point where the mountain comes down close to the river and drops suddenly, where the trail passed along the top of the cliff, but only Watkins and Chris Barnes stood by him, while other white men, five in number, had been killed a few moments before. Ormsby was wounded in both arms and in the mouth but he told Watkins and Barnes to ride on and he followed. He was riding a white mule. Its saddle loosened and turned and he fell. In Angell's account in the Thompson and West *History,* he says that Ormsby then advanced to the Indians and told them not to kill him, that he would make peace with the whites, but that they shot him dead and that his body then "rolled over the ridge on which the trail ran and fell into a gulch," but Watkins knew nothing about this. It is at this point that Johnny Calico says the Indians turned back, but Captain Watkins says they killed an unknown boy and three men, Jones, McCarthy and McLeod, following the death of Ormsby. He also narrates that many were slain in the manner in which Chiquita Winnemucca rode up behind and seized his victim. He says Jones, McCarthy and McLeod rode out into the open country, were surrounded but managed for some time to keep the enemy at bay. When they fell the Indians danced a war dance around them. Myron Angell

Where Major Ormsby was killed according to the description of Johnny Calico, Pah-Ute who was twelve years old at the time.

writes that the pursuit was kept up clear to Wadsworth.

That is the fight that was misnamed The Battle of Pyramid Lake, for the lake was four miles away from the spot where the first shot was fired.

There is no agreement on the spot where Major Ormsby's death occurred. The place described by Johnny Calico is probably that pointed out by the Pah-Utes to this day. It is easily recognized from the description. But it is not the spot that is spoken of by the white men who know the neighborhood. Some years after this fighting a Pitt River Indian of note was killed in Dead Ox Gulch, some miles south of the reservation and for a long time members of his tribe paid annual mourning visits to the gulch, where the stones mark his burying place. Several believe that this is where Major Ormsby was killed, but others show a little ridge and a small gully on the eastern side of the river, just opposite the mouth of Dead Ox canyon. Others, still, point to a spot marked by a whitish rocky rise farther down the river on the eastern side. The weight of the evidence would favor Johnny Calico's description, as the killing of Major Ormsby was an event long remembered among the Pah-Utes and one that would naturally be discussed among them in all its details. Ormsby's body was taken out by a packer of considerable prominence at the time, a man named Little, who took it to Carson City, and he was probably the only white man who ever could have pointed out the place where he found it.

CHAPTER IV.

WHAT FOLLOWED THE DEFEAT.

News of the defeat of the expedition reached

Buckland's station on May 15th, brought in by some of the men who had escaped and it was quickly sent to Virginia City, Carson City, Genoa and other points. The facts, greatly exaggerated, were sent to California, too. In Nevada the women and children were placed in strong buildings and guards were posted against what was expected to be an onslaught by hordes of Indians at any moment. In a few days volunteers came over the mountains from California and Washoe organized a regiment of eight companies of infantry and six of cavalry, which were joined at Wadsworth on May 31st by a detachment of United States infantry and artillery under Colonel Jasper M. Stewart. Colonel "Jack" Hays, noted on the coast, was made commander on account of his experience as an Indian fighter and in his forces were such men as Charles S. Fairfax, then only recently speaker of the California assembly and whose right to the title of Baron Fairfax of Cameron in the peerage of Scotland was well known--his nephew now wears it in England; Creed Haymond, afterwards chief counsel of the Central Pacific and Southern Pacific Companies; Major Daniel E. Hungerford, whose daughter afterwards married John W. Mackay; Joseph F. Triplett, subsequently prominent in Eastern Nevada affairs; Benjamin G. Lippincott, D. C. Ralston, J. B. Van Hagen and many others, including the ill-fated Captain E. T. Storey, for whom Storey county was named. Of the regulars, Dr.C. C. Keeney always retained his interest in Nevada. His widow, twenty-five years later, married William Alvord, who was for many years president of the Bank of California and a director on the Virginia & Truckee railroad and other Nevada interests.

With such a well-disciplined force there could be only one outcome. On the morning of June 2,

1860, a scouting party rode down into the bottom land about a mile to the south of where hostilities had begun between the Ormsby party and the Pah-Utes, and there the Indians, about three hundred strong and all mounted, rode forward against the new arrivals. The company of scouters retreated until they joined the main force, in the curiously cut up ground that lines the river valley. Here the whites made their stand, while the main body of Indians with Young Winnemucca—their war chief and a different man from Chiquita Winnemucca—in command. He stood on a high hill that stands out from the side of the mountain, like a promontory, and from that point gave his orders, which were obeyed without question by the Pah-Utes. Captains Storey and Van Hagen stormed their position and Captain Storey fell mortally wounded by a shot through the lungs. The Indians were driven back after hard fighting with a total loss admitted by themselves at four killed and seven wounded, while the white force lost four wounded, three of whom died of their wounds.

In the meantime a force under Captain Condon had moved forward into the range to the east of Pyramid Lake, finding the Pah-Ute camp deserted. The main body on June 5th took this route, too, and in riding ahead William Allen was killed, but the Indians who shot him could not be found. Colonel Hays with the greater part of his own command returned to Virginia City on June 7th and the companies were then disbanded. The regulars under Colonel Stewart remained at a camp near Pyramid Lake for some time. That summer Fort Churchill was built and Warren Wasson, who was left in charge of the Indians by Major Dodge, the regular agent, brought them into their old ground in the following September.

THE PAH-UTES LAST STAND
This hill was assailed by Col. Jack Hays and it was on its flank that Capt. Storey met with the wound from which he died.

SOURCES AND BIBLIOGRAPHY.

History of Nevada by Myron Angell, published by Thompson and West, Oakland, Cal., 1881. Mr Angell draws for his narrative of the Indian fighting on two main sources, one the narrative of Captain R. G. Watkins and the other the journal of Warren Wasson, the originals of which are not available to the present writer.

The Big Bonanza by Dan De Quille (William Wright), published by A. L. Bancroft & Co., San Francisco, 1877. Mr. Wright gives two chapters to this affair with the Indians. He is inclined to be flippant, but what he writes is first-hand information, as he was in Virginia City at the time. In the preface to the book Mark Twain testifies to Mr. Wright's reputation for accuracy.

Inter Pocula by Hubert Howe Bancroft in his History of the Pacific States series. This and **The Big Bonnaza** are the book sources for the character of the early settlers, their manners, the number of desperadoes and their attitude toward the Indians.

History of Nevada by Thomas Wren, Lewis Publishing Company, New York, 1904. In the main Mr. Wren follows the Thompson and West **History** by Myron Angell.

History of Nevada by Samuel P. Davis. The chapters on this Indian incident in the history of the state are credited to Major G. S. Ingalls, veteran Indian agent, but they were evidently inserted in the matter furnished by Major Ingalls and are all taken from Myron Angell's account.

The statement of Johnny Calico, now seventy-six years old, was obtained from him in person through the kindness of Lorenzo D. Creel, special supervisor of the Indian Service and formerly for several years superintendent of the agency at Pyramid Lake, who knew Calico well and persuaded him to talk through "Johnny's" son, Fred Calico, who lives at Fernley, Nevada, most of the time, and speaks both Pah-Ute and English with ease. The writer went over the ground on which the fighting took place, making the trip twice. The old trail is still plainly visible on the eastern side of the river, but has been carried away by erosion in several places. Mr. Creel located the places mentioned by Johnny Calico. Information of value was also obtained from Richard Cowles, State Senator, and from Mr. Golding, the trader at the agency.

THE DEVELOPMENT OF RENO IN RELATION TO ITS TOPOGRAPHY

BY

ANNIE ESTELLE PROUTY, M. A.[1]

[1]This thesis was written at the University of Nevada in partial satisfaction of the requirement for the Master's Degree, 1917.

ANALYTICAL OUTLINE OF PAPER.

I. Topography of Reno: location on western edge of high plateau area and facing toward California, on banks of the Truckee which marks a pass and makes an oasis; climate; results of topography as affecting overland tourists and prospectors and retarding development.

II. The Trail Makers and the Spying out of the Washoe Country in its relation to California: natural westward expansion of American people; chief overland trails to the Pacific as seen in the Santa Fe and other trails to the Southwest, the Oregon Trail, the California trail, 1844; early exploration and travel through Nevada and the discovery of possible variations of the California trail by early travelers like Jedediah Smith, Peter Ogden and Joseph Walker, by John Bidwell and the first emigration across Nevada, by the Stevens-Murphy Party with the first wagons to cross the Summit, by Fremont, by other 1845 parties, by early emigrants of 1846 via. the Hastings Cut-off, by the Donner Party, by discovery of the Lassen trail, Beckwourth Pass route and Noble's Pass; rivalry of various sections for control of California trail, with triumph of Truckee route.

III. The founding of Stations on the Truckee and the Beginning of Reno: emigration of 1849; belated parties wait in valley of the Truckee; Jameson's Station on the Truckee, 1852; Stone and Gates' Crossing, 1857; Some other early settlements; Truckee Meadows and Fuller's Crossing, 1859, which becomes Lake's Crossing, 1863, and the beginning of Reno.

IV. Discovery of the Comstock and its effect upon Reno: how the Comstock was discovered; California's excitement over the Comstock with consequent back stream to Nevada; Virginia City; growth of industry and means of communication through roads to transport supplies for mines and to ship ores, through stage lines to Placerville and Carson City with growing rivalry between routes, through the transportation of farm produce from Sierra and Honey Lake Valleys by way of Lake's Crossing, of fish from the Truckee, etc., hence growing demand for better means of transportation.

V. The Coming of the Railroad and Reno's Opportunity: demands for better mail and express service be-

cause of inadequacy of ox team, pony express and stage coach routes with consequent discomforts, expense and roberries; agitation for a railroad to the Pacific growing out of suggestions of early nineteenth century with growing sectional differences as to route which prevent action until the Civil War and actual travel decide in favor of a northern route; California takes a hand at railroad building with the Comstock mines as the immediate incentive and Theodore Judah as the inspirer of the Central Pacific builders who construct the Sacramento Valley R. R., plan a road to San Francisco via. Benecia, recommend Madeline Pass route, make surveys and recommend the Donner Lake Pass, organize a railroad company in 1861, but meet with many objections to the route selected by Theodore Judah; the building of the railroad in spite of transportation and financial difficulties, being constructed between June 8, 1863 and May 13, 1869 with the first train reaching Nevada in 1867; results for the West; Reno, the point nearest the mines, forms ideal site for a city and the town is surveyed and platted after which lots are auctioned on May 9, 1868, the town is christened and begins its permanent growth.

VI. Reno's Varied Character as Resulting from her Topography: junction of railroads and improvement of transportation facilities through building of the V. & T., the N. C. O., and the Western Pacific and through the work of the Interstate Commerce Commission; Reno as a governmental city, fights for the county seat, erects a court house, county hospital, state hospital for mental diseases, and finally becomes an incorporated city; Reno in relation to mining centers profits by early boom on the Comstock, the more recent excitement of 1902, and has a mining prospect at Peavine but must not trust to unstable industry of mining for permanent prosperity; Reno, an agricultural center, early developed hay and produce industry for mines, later benefitted from the Truckee-Carson Irrigation Project and northern agricultural districts as well as Carson Valley and the Truckee Meadows but shares in the natural limitations on Nevada agriculture in spite of which she hopes to profit by Federal Loan Bank system, food shortage and government undertakings in Nevada, beet sugar industry, cattle and sheep industry, wheat growing etc.; Reno in its relation to manufactures has good water power but lacks raw material, fuel, labor and machinery, yet has a man-

ufacturing district on East Fourth Street with prospects for better manufacturing conditions in Reno; Reno as a mercantile center early distributed goods to Virginia, Carson, Surprise Valley, Susanville and Sierra Valley but became of much greater importance during the southern mining boom and this development was facilitated by parcel post service resulting in a wholesale business in addition to the retail trade and the expansion of the mercantile section from the original area to new streets; Reno the financial and professional center of Nevada has good hotel accommodations; Reno as a home city has expanded from the original site through Dunne's North Addition in 1873, Lake's Addition in 1871, the Ward, or Connor, and the Western in 1876, Hatch and Southeast in 1876, the Marsh in 1877, Hayden and Shoemaker tract in 1878, Sunnyside in 1887, Powning in 1896, Morrill in 1899, St. George in 1901, Anderson, Morrill-Smith, Riverside Heights, Burke's Survey in Ryland Addition and New Southside Addition in 1902, Litch in 1903, McCormick in 1904, Chism in 1904, University and Flanigan in 1905, Kapler in 1906, Leete Syndicate, University Heights, Stoddard, McKenna (or University Terrace) in 1907, S. E. Hatch, Wells, Fairfield Heights, and Villa Court in 1905, the Morton Johnson, Rio Vista Heights, Grimmon and Crampton's Additions in 1906, Sierra Vista, Meadow View, Southern, Martin, Scenic Park, Terrace Tract, Burke, Arlington Heights, Newland's Heights, Market Tract, Cloverdale Heights, Homewood, Steiner Tract and Interurban Heights, 1907 and while these various sections have developed at different rates there is everywhere an increasing tendency to build permanent homes; Reno as a recreational center and health resort; Reno's social development in keeping with her topography and economic progress as seen in development of educational system embracing public schools, kindergarten, University of Nevada, etc., her religious development as seen in church building, her fraternal organizations, etc., her theatres, public library, newspapers, music and art; what of the Future?

VII. (Supplemental) The City of Reno, 1917-1924: the transcontinental highway and development of recreational possibilities the two great new lines of progress, yet other phases of growth not to be ignored; some present manufacturing concerns; wholesale and retail business; U. S. Air Mail service; mining prospects of Reno; agricultural development in alfalfa,

hay, turkeys, cantaloupes and dairying on Truckee-Carson Irrigation Project and in dairying products, potatoes and poultry nearer Reno with the proposed addition of Spanish Springs Reservoir or an alternate storage basin; hotel service; highways locate Reno on Lincoln and Victory routes with branch lines via. Tahoe and Feather River affording attraction for tourists and settlers with consequent social and monetary benefit, also providing recreation for Renoites and beautification of the banks of the Truckee with promised water sports on the river; parks forecast need for future playgrounds as seen in the Wingfield, Whitaker, Newlands, Idlewild (with zoo and prospective auditorium), golf links, Moana and Agricultural Park; paved streets; extension of boundaries; the zoning ordinance; educational development as expressed in the Nevada State Historical Society, Junior High School, increased school enrollment, new buildings at University of Nevada, Business College; church growth evidenced by prospective new structures for M. E. and Episcopal churches, origin of the Federated Church, new congregations in Church of Latter Day Saints and the Jewish Synagogue, the work of the Salvation Army, Y. W. C. A., Red Cross Hut and Crittenden Home; Service Club movement in Rotary, Lions, Kiwanis and Exchange for men, in Business and Professional Club for women; other Women's Clubs; the Latimer Art Club; divorce colony; crime record low.

CHAPTER I.

THE TOPOGRAPHY OF RENO: HOW RELATED TO ITS DEVELOPMENT.

Reno on Western Edge of Plateau and Facing California.

Far over at the western edge of the so called Great American Desert there is a little stream which rushes along for a considerable distance only to lose itself eventually in the desert. Since this stream has its source in the heart of the Sierras, it marks a natural pass across the great divide and into the Promised Land of California. Therefore, in the days of '49 the emigrant re-

joiced to see the Truckee River because it meant he was on the last lap of his journey.

Importance of Rivers as Highways.

Rivers have always been the great highways. In olden times the Nile was the medium of communication in Egypt and in Europe the Danube and the Rhine answered a like purpose. Civilization was built upon their banks because they were means of travel and communication as well as of of irrigation and manufacture. In America the Mississippi and its tributaries as highways have been a great factor in the development of the Middle West.

The Truckee Not Navigable But Useful In Pointing the Way and In Making Oases.

But in Nevada the rivers do not find their destination in the ocean. One old prospector explained their disappearance in the desert sand as follows: "The Almighty hadn't finished his work on Saturday night and just tucked the lower ends of the several streams into the ground whar they have remained to this day although He had intended to make one boss river for Nevada to reach the ocean." [1] But though Nevada's streams, including the Truckee, are not navigable, in early days they served to direct the route of travel to the Golden State by the slender thread of green along their banks. Sometimes the thread became wider. The valley became a green plain and one of these oases was the destined site of Reno.

Origin of Cities.

In a study of American cities their location and purpose is the better understood through a knowledge of their origin. The earliest cities were garrisons for protection. These were of

[1]Dan De Quille, Big Bonanza,19.

necessity on points accessible by water, either coast towns or heads of harbors where rivers emptied.[1] They became places of barter and also points of transhipment for smaller communities farther up the rivers served by smaller boats. These distributed to inland river settlements and these in turn were also points of exchange for the backlying country. Cities, also, grew up at the lowest falls or rapids of a river, because water power was the only means of operating power machinery. This was the origin of Minneapolis. Some cities owe their origin almost entirely to the coming of the railroad as Denver and Salt Lake which towns are not an navigable rivers.[2] They would not have become great or even second class cities had not the railroad brought them into being.

Reno, an Oasis in the Desert and a Railroad Station.

Reno has had its destiny shaped for it. It is situated on a river not navigable but invaluable as an oasis after the weary miles over a desert which men now call not a curse but a breathing space from the crowded places of our East and West. In early days Reno heard the echo of groans and curses and men shook the dust from their clothing as they and their weary beasts rested on the banks of the Truckee. Then when refreshed, they followed the river to its upper courses over the Pass and the Summit where one delay might mean terror in the snow blockaded Pass. Yet Reno was only a stage station, where the river could be easily forded, until the long-heralded Pacific Railway placed a city on the banks of the Truckee.

[1]Wright, The American City, 5.
[2]Wright, The American City,4.

Moisture, Altitude and Latitude.

The mountains to the west of Reno with their eternal snow suggest moisture but have in fact made Nevada the state of least rainfall and consequently have caused the dearth of navigable rivers although these mountains do form the watershed of the rivers of the western part of the State. Reno's altitude is four thousand, five hundred and seven feet which for many reasons makes a healthful climate. Its latitude is thirty-nine degrees which would ordinarily mean a country in which could be raised all necessary articles for consumption in the surrounding territory, but here the great barriers shut off the moisture and cause aridity of the soil with a rainfall of only eight to nine inches.[1]

Results of Location.

Natural conditions have thus brought about Reno's characteristic development. Between the mountains and the desert, and with the Eldorado beckoning him on, the traveler never tarried long here in his rush to California. A writer in the Humboldt Register expressed it as follows: "Well, roll along, Mr. Immigrant, any fool can get to California but it takes a smart man to get away from there."[2] But advancing civilization found the black speckled rock and with the treasure of that find forged the bands of steel across the once dreaded territory. Then Nevada became accessible to the once discouraged and departing emigrant, and because of his California experience he was better able to use and overcome Nature as he found it here. But even now and perhaps forever natural conditions prescribe and to some extent retard the course of Reno's progress.

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[1]Mr. Alciatore of the U. S. Weather Bureau, Reno, Nev.
[2]Humboldt Register, Unionville, Nev. Ter., July 16, 1864.

CHAPTER II.

TRAIL MAKERS AND THE SPYING OUT OF THE WASHOE COUNTRY IN ITS RELATION TO CALIFORNIA.

Natural Westward Expansion of American People.

The Americans are an expansive people ever moving west. Three factors have made expansion possible. They are abundant free land, foreign immigration and the building of the Railroad.[1] The first factor has been of greatest influence. From the time that America was a narrow seaboard strip in 1793 until it stretched from ocean to ocean the dream of the ambitious young man was to go west to take up a homestead. Because of the dangers he had to meet only the brave and bold became the frontiersman. He made and determined questions by going in and taking up the land. Thus the frontier has been constantly moved westward until the Pacific Coast was the final stretch.

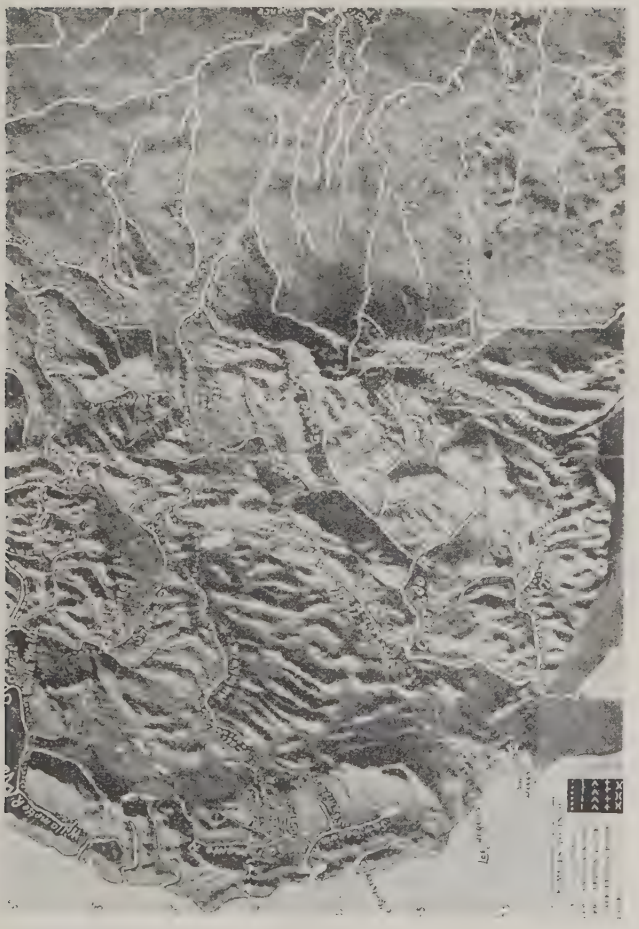
Types of Trail Makers: The Trader and Trapper.

Before the homesteader went the Indian trader and trapper who did the actual work of exploration. He was usually nameless but blazed the trail for the homesteader and the miner and later for civilization. To set his traps for beaver he opened up a whole river system. He would hunt the deer in the higher parts of the valley, pushing farther on all the time to new hunting grounds. The Indian trader went from one camp to another but always a narrow line of travel was his course.[2]

Santa Fe and the Trails to Southwest.

In the early days before 1810 St. Louis was

[1]Semple, American History and its Geographic Conditions, 310.
[2]Semple, American History and its Geographic Conditions, 191.

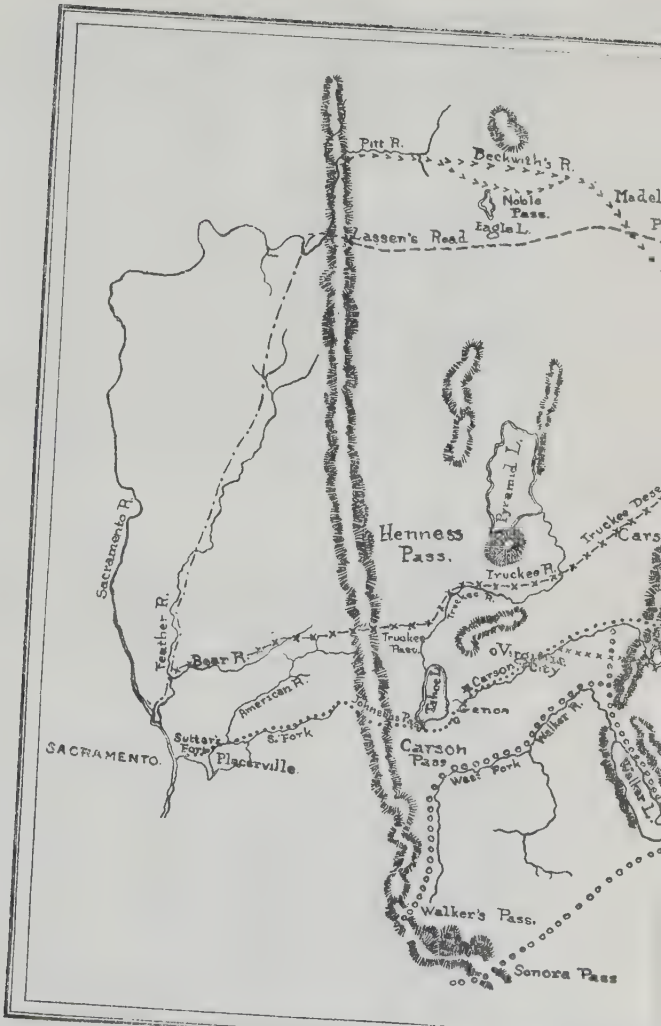


MAP OF TRANS-ROCKY TRAILS

(Copyright, 1895 by Alexis E. Frye.) From Frye's Geographies, by permission of Ginn & Co., Philadelphia.

the last outfitting station for Indian trade to the west. Then the point was moved to the Missouri River to Independence and later to Kansas City.[1] Old Santa Fe was just beyond the eastern rim of the Rockies opposite a natural gateway in the Rockies. Here was the shortest distance from St. Louis to the Rockies and the rivers were open earlier in the year than were the rivers of the north. Hence Santa Fe became a center of transcontinental expansion. An added reason for its marking the first trail to the Pacific is the fact that it is closely approached by the Gila and Colorado rivers which unite at the south-eastern corner of California.[2] Naturally the trader pushed on to California. The roads were well beaten to these watersheds of south-eastern California. The first trail into California became known as the Spanish or Los Angeles Trail and was opened up by Wm. Wolfskill of Kentucky and his party in 1830. He went to trap in California. His route was over the Wasatch Mountains, then to Sevier River, over the mountain rim and southwest down to the Virgin River but turned off before reaching the Colorado. Then his trail led across the Mohave Desert and reached Cajon Pass in the San Bernardino Range, thence to Los Angeles.[3] Travel soon found a shorter route by the Gila Trail. The shortest route across the continent is from St. Louis to San Diego. A southeast bend of California coast causes San Diego to be five degrees longitude farther east than San Francisco. After the cession of territory by Mexico to the United States in 1848, the first government survey for a railroad followed the Gila River.[4] From the Rio Grande in southwest Mexico to the source of the Gila is fifty eight miles over the Mimbres Moun-

[1]Semple, 185.
[2]Semple, 191.
[3]The trail was shortened somewhat by later travelers.
[4]Semple, 194.



TRAILS ACROSS

tains. This road branched off from the Rio Grande main thorofare at about thirty-three degrees, twenty-one minutes north latitude near the present village of Paloma, then followed a direct west course to San Diego.

Disadvantages of Southern Trails.

These two trails then were natural routes to California but never became avenues of heavy immigration although they were means of steady intercourse for the trader and trapper even before 1819.[1] But these classes are nomadic and bring no permanent settlers. The mountains were barriers and the desert of the south was scorching. There were stretches of from forty to sixty miles which had no water. The trail was marked by the bones of the beasts that had been unable to bear the heat and thirst.

The Oregon Trail.

From St. Louis also the trader and the trapper started for the northern trails. Later the last outfitting station was moved as before mentioned to Kansas City. The trapper might not be able to use the rivers of the north so long in the year but he found the beaver and the richer fur-bearing animals along their banks as both Great Britain and the United States well knew. As the actual settlers came into the Mississippi Valley and later to the Missouri the trapper kept pushing farther up to the headwaters of the Missouri to find new hunting grounds. It was the natural course to follow one of the three long arms of the great river of the North and finally reach the Pacific by following down the Columbia to its mouth.[2] This latter point was discovered in 1792 and Lewis and Clarke saw it in 1805. The Astor

[1]Semple, 198.
[2]Semple, 202.

party saw it in 1811.[1] Earlier parties went farther to the north but the Astor party, organized for trapping and hunting, took the course which later became the Oregon Trail. They went up the Missouri to the Grand. Then they took a short cut across the plains to the Big Horn Branch of the Yellowstone. From there they went up Wind River to Great Dome of the Shoshone Range, thence to a head stream of the Snake and thence to the Columbia. But returning a year or two later they struck southeast from the Upper Snake and reached Green River Basin. Then they took a course to reach the Sweet Water, the North Platte and on to St. Louis.[2]

Advantages and Disadvantages of This Trail.

This trail soon became a wide highway. It could be distinguished for miles by the trail of dust following the settlers to fertile valleys of the North. The discovery of South Pass made the way of the emigrant much easier. The ascent was gradual and a grassy road lead up to the high Pass. Worn out caravans could rest and recruit up here in Bear River's fertile meadows.[3] While California was still a foreign possession the United States claimed Oregon but California early became the goal of the settler. From the southern point of the Willamette Valley the trapper and then the settler spread over into California.[4] It was a narrow steep trail, rough, rocky and impassible for any sort of vehicle during a portion of the year. It was later widened into a toll road but was always dangerous.[5]

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[1]American History, 201.
[2]American History, 204.
[3]American History, 211.
[4]Semple, 218.
[5]Only this year (1917) the countries of Southern Oregon and Northern California have finished building the Siskiyou Highway. It is a magnificent boulevard with concrete bridges. Tourists may roll along in luxurious automobiles as they view the American Alps and little realize the dangers and hardships of those who blazed the trail.

Search For a Better Route.

Thus for a number of years California was freely entered at the northern and southern extremities by natural avenues of travel. But the southern trail was marked by the mountains and the desert. The northern trail was dangerous and could not be used for a long portion of the year. Also the best lands had been taken up in Oregon. It seemed as though a more direct route across the United States could be found but fearful stories were told of the desert places for many miles without water and of the high mountains.

Discovery of California Trail, 1844.

Finally in 1844 the Truckee Pass in the Sierras was discovered and the California Trail went by the easiest natural way to California.[1] This route was much more direct and alleviated the worst hardships of the immigrant by cutting off the long detours formerly made to the north and to the south. It branched off from the Oregon Trail and Snake River about one hundred miles below Fort Hall and turned southwest up Goose Creek, the southern tributary of the Snake, over to the head waters of the Humboldt. Later on it left the Oregon Trail at Bear River. From Humboldt Sink the road lead directly west to the Truckee up to Truckee Pass after passing Donner Lake, then down the west slope by the American River and Bear River of California to Sutter's Fort on the Sacramento.

Early Travelers in Nevada: Jedediah Smith, 1827.

Bands of trappers had previously entered Nevada at various times. Of some of these the names will never be known for they left no record but simply made the trail for those who were to follow and to tell the story and reap the glory.

[1]Semple, 218.

The first white man, it is thought, to see Nevada in the 19th century was Jedediah Smith.[1] He was the traditional bad boy who ran away from home to go west to seek his fortune. He wove a trail of fate after him until killed by an Indian arrow on the Santa Fe Trail in 1831. His first expedition was in 1824 when he went with five trappers to the Snake River on the Oregon Trail. Then he returned. But the next year he went over the same trail and entered California in 1826. The latter part of that year with a party of forty men he went from Salt Lake to Los Angeles by the Spanish Trail. The next year he won the honor of being the first white man to have ever crossed Nevada, for in 1827 with two companions he came back over the mountains in eight days after a terrible journey, and then to the river now known as the Humboldt but which he named Mary's River after his Indian wife.[2] He reached Salt Lake in twenty days. Thus Nevada was first crossed from west to east.[3]

Peter Ogden, 1831.

In 1831 Peter Ogden for the Hudson Bay Co. went over the route previously traversed by Smith and laid claim for his company to all the territory between the Rockies and the Sierras.[4]

Jos. Walker, 1834.

In 1833 a detachment from an army of trappers known as the Bonneville party crossed Nevada.[5] Ashley of this party discovered Great Salt Lake in 1834 and trading posts were established both there and on Utah Lake. Jos. Walker,

[1]Father Garces of the Order of St. Francis was the first European to enter Nevada. In 1775 he came from Sonora with a party and stopped at the junction of the Colorado and Gila rivers to explore for a mission site. This left no perceptible effect on American expansion. Bancroft, Nevada, 27.
[2]Thompson and West, Nevada, 20.
[3]Bancroft, Cal.
[4]Thompson and West, Nev., 20.
[5]Bancroft, Cal., III, 389.

trapper and explorer, was sent with the detachment to make explorations west of Great Salt Lake. After a few days he came to the Humboldt Sink and crossed the Sierras by way of Carson and Walker Lakes and Walker River over to the headwaters of the Merced and thence into San Joaquin Valley, finally reaching Monterey.[1]

John Bidwell, 1841 and the First Emigration Across Nevada.

In 1841 the great wave of interest in California began to break over the United States. This was due to letters and papers sent to the East by the few Americans then living in California.[2] Many people started by water and a few braver ones dared to attack the long journey overland in cumbersome but strong ox carts. One young man who was stirred by the stories of California was John Bidwell, a young Missouri school teacher. He determined to go west. At the age of twenty he started but only got as far as Platte's Reserve. But in 1841 he gathered a party of 69 persons including women and children for the overland journey to California.[3] A man named Bartleson was made captain but he knew little more then the rest of the party about the ways of camp life and the Indians. The party was fortunate in falling in with a band of Catholic missionaries who had an old mountaineer named Fitzpatrick as guide. He taught them many things they sorely needed to know. At South Pass the missionaries went on their way to Oregon and the emigrants proceeded to Salt Lake, the road becoming more difficult each day.

[1]It has been said that Jos. Meek of this party afterwards stated that the route was by way of Pyramid Lake across the mountains by nearly the line of the railroad of today. But Walker's statement was that which is cited above. Thompson and West, Nev., 22; Bancroft, Nev., 44.

[2]Norton, Henry K., Story of Calif., 160.

[3]Norton, Henry K., Story of Calif., 167.

They finally abandoned their wagons for pack animals and thus reached the Humboldt and then went on up the mountains by way of Walker River, crossing the ridge near Sonora Pass at an altitude of ten thousand, one hundred and fifteen feet. Their suffering from cold and hunger was terrible. They finally reached the Stanislaus and then the San Joaquin. They deserved the honor of being the first *party of emigrants* to cross Nevada into California.[1]

Stevens-Murphy Party and the First Wagons Across the Summit.

The first party of emigrants who succeeded in taking wagons over the summit are of peculiar interest in the history of Reno as they were also the first to go by way of the Truckee River and Bear River to California. It was the Stevens-Murphy party and comprised over fifty men besides women and children.[2] The party started from Council Bluffs May 20, 1844. They went by the usual route to Fort Hall. Then half of them went to Oregon and the rest under Walker and Bartleson went down the Humboldt to the Sink. This was in October and the snow was flying before they resumed their journey. In November after nearly a month's travel they camped at Donner Lake.[3] They reached Sutter's Fort, December 15, 1844.[4]

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[1]Semple, E., Amer. Hist. and Geog. Cond., 217.

[2]Bancroft, Cal., XXV, 445.

[3]Their records were lost and several differing accounts have been given. Mrs. Montgomery of the party says in the San Fran. Call of Sept. 13, 1864, that they passed up the Truckee which was named by Dr. Townsend the Stevens River. They left Donner Lake in the middle of November.

[4]One young man, Moses Schallenberger, states in the Overland that wagons had to be left in the Sierras until Spring and as he was sick two companions were to stay with him until relief could come. In two days they built a cabin and the rest of the party moved on leaving a few provisions and a half starved cow for support. The men were to hunt for game for part of their subsistence. But the snow was ten to fifteen feet deep and the men became frightened. They started west and reached the summit in one day but Schallenburger took severe

JOHN BIDWELL, WHO LED THE FIRST PARTY OF EMIGRANTS ACROSS NEVADA INTO CALIFORNIA.
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Fremont and His Search for the San Buenaventura River.

But in connection with the California trail there is one man who sums up the whole phrase, Pathfinder. John C. Fremont was that man.[1] Fremont made six trips to the West for the United States government. Two of these, the second and third, were important for Nevada. The first one was in 1842 over the Oregon Trail and only as far as South Pass. He explored the country about Great Salt Lake.[2] The second trip was in 1843. As captain of the topographical engineers he was to explore the immense territory extending from the Missouri to the Pacific Ocean.[3] He followed the Oregon Trail to Fort Vancouver on the Columbia, then returned to the east and southeast to explore the Great Basin and to ascertain what truth there might be in the story of a San Buenaventura River flowing from the Great Basin into San Francisco Bay.[4]

cramps. He begged the men to go on saying that he would stay in the cabin until relief came. They complied and he with fierce determination to live was soon able to get up. Provisions got very low but he found some steel traps in the goods stored in the cabin and maintained himself till spring by catching foxes. On March 1, 1845 he arrived at Sutter's Fort after three months in the snow-blocked Pass. Bancroft, Cal., IV, 455; Angel, Nev. 25.

[1]His was a romantic life in many ways. He was once candidate for president of the United States, but he illustrates the words: "We build on other's successes." He could write reports of his explorations which were of great value to the government and gave him great popularity and also excited the curiosity of the people about the far West. Kit Carson, his general guide, hunter and all around man represents hundreds of nameless heroes who could not write. But Fremont generously gave Carson much credit for his labors.

[2]Bancroft, Calif., XXV, 434.

[3]The party left Mo. with 39 men including two Indians and Kit Carson joined them in the Rockies. They were all armed and had a brass cannon which came near causing trouble later on. They left Kansas City on May 29, 1843. The party was divided, one half with the supplies and carts and the other half with pack horses and the howitzer. In this way they explored in wide detours, always meeting at designated places. They reached the Columbia and were at the Dalles on Nov. 4. Then they went in canoes to Fort Vancouver, the headquarters of the Hudson Bay Co. Smith, Hist. of Fremont's Second Explor. Trip in Nev., in Hist. Soc. Bien. Report, 1909-10, 106.

[4]There were many myths concerning this region. Fremont little realized the dangers of the route. From the Dalles he followed up the Deschutes River to its headwaters in S. E.

"FREMONT MADE SIX TRIPS TO THE WEST FOR THE UNITED STATES GOVERNMENT."
Adapted from map in Memories of John Charles Fremont, showing country explored by him.
Expedition 1843-1844 —·—·—
Expedition 1845 -x-x-x-

For this river he searched in vain in the then Mexican territory, now Nevada. On January 10, 1844 he reached and named Pyramid Lake.[1] He tried to persuade the Indians to guide him over the mountains but they only laughed and shook their heads at each other even as their descendants have a way of doing now. However they drew maps on the ground for the visitors, and then served afeast of salmon trout.[2] Fremont discovered the Truckee River and named it the Salmon Trout because of the fish abounding in its waters. He followed it for one day to the bend where Wadsworth is now located and then finding that the Truckee had no outlet to the sea he continued south in his search for the San Buenaventura. When he came to the Carson he found that it joined the open valley of another river to the east, namely the Humboldt.[3] Next he ascended far up the east branch of the Walker River. He was here forced to abandon the small cannon he had brought out from St. Louis and also to abandon his search for the San Buenaventura.[4] After a great struggle and unspeakable hardships he succeeded in crossing the mountains. He saw Tahoe on February 14th.[5] Two days later he discovered a creek whose waters flowed toward the Pacific. On March 8th, after sixteen days of tiresome journey from the Sum-

Oregon, then over the Divide to the Klamath. In Long Valley he saw almost naked Indians around a sagebrush fire. Bancroft, Calif. XXV.

[1]Because of the great rock formations on its banks and on the island resembling the Pyramids of Egypt. Banc. Cal., XXV, 437.

[2]These Indians had seen white men before or had traded with others who had, as they possessed trinkets and buttons of white manufacture, Smith, in Sec. Bien. Rep. of Nev. Hist. Soc., 122ff.

[3]Smith in Sec. Bien. Rep. of Nev. Hist. Soc., 125.

[4]His horse's feet were badly cut. Here the Indians gave them pine nuts and consented to act as guides. Smith, in Sec. Bien. Rep. of Nev. Hist. Soc.

[5]Cold and weak from lack of food, they almost forgot their condition while gazing at this mountain lake which no white man had seen before. Smith, in Sec. Bien. Rep. of Nev. Hist. Soc., 143.

mit to Sacramento he reached Sutter's Fort.[1] From there he went south to Los Angeles and turning east by the southern trail reached Kansas City on July 31st.

Fremont at the Truckee Pass.

Fremont's third expedition to the West was never officially chronicled but it was in some respects the most romantic of all and produced more results than any of the others. He started with a large corp of officers and soldiers and took a brass cannon. Mexico was suspicious of him and the United States government attempted to recall him as he had been accused of stirring up trouble on his other trips to California. But his wife did not read the dispatch but rather told him to get out of civilization as fast as possible and he obeyed. Starting from Independence, Missouri, he went to Burt's Fort and from there up the Arkansas to its source and then northwest to Great Salt Lake. On October 2, 1845, the party, including Kit Carson and Jos. Walker, left the Lake and soon entered Nevada at Pilot Peak. They then divided into sections for wider exploration. Fremont with fifteen men, including Kit Carson, went south through an unexplored region, the territory now included in Elko, Eureka, Nye and Esmeralda counties and reached Walker Lake on the twenty-third of November. The other party under Walker went from the Sink to Walker Lake. The two sections met at the designated place and were there together for two days. Then they again went their separate ways having agreed to meet west of the Sierras at the fork of the main river into Tulare Lake.[2] The main party under Walker continued on

[1]Fremont nearly lost his life by falling into the American River but Kit Carson rescued him. Smith, 150.

[2]Bancroft, Calif., IV, 582. Fremont in his Memoirs tells of the explorations and gives the longitude and latitude of different places along the route. Fremont, Memoirs of My Life, 438.

through the pass named for him and reached Owen's River in California. Fremont with a selected party of fifteen went north, determined to get through to Sutter's Fort before snowfall. There they expected to obtain supplies for the main party. The hardships of the previous trip had made the region over which he now traveled very familiar to Fremont. By December 1st he reached the Salmon Trout River[1] and on the evening of the 4th he camped at its head on the east side of the pass into the Sierras.[2] But he pressed on as rapidly as possible because fearful of a snowstorm that did not come. He descended by a more southerly route down a fork of the Bear River into the Sacramento Valley and to Sutter's Fort.[3] Rejoicing in the grand vegetation of California, he and his men proceeded south to meet Walker's party and later joined in the Bear Flag Revolt and cooperated with Commodore Stockton in the conquest of California.[4] This third expedition is of peculiar interest in the history of Reno because Fremont passed up the Truckee and thru' the pass over the route later taken by the Central Pacific Railroad.[5] He

[1]He camped at Lower Canyon, a few miles above Wadsworth on the future line of the C. P. Railroad.

[2]He means Cold Creek, two miles south of Donner Lake, as the Truckee heads at Lake Tahoe. Fremont's Geog. Memoirs, 28-30.

[3]Banc. Calif., XXV, 582.

[4]When he reached California he was told to leave and did so but later returned.

[5]He also named as well as discovered on his expeditions the Carson, Truckee, and Walker Rivers and Pyramid, Walker and Tahoe Lakes. Walker Lake and River were named after the faithful companion of that name and the Carson River for the fearless guide, Kit Carson. As to the name of the Truckee, he called it Salmon Trout. However, the story is told that one of his men was a Canadian named Truckee who was a general favorite with the party. One day Truckee accidentally fell into the river. The whole party simultaneously shouted "Truckee." He was rescued and the name was bestowed upon the river in memory of this accident. Carson Daily Appeal, May 7, 1875 in statement of John Flamborg, a Pottawottamie halfbreed who crossed the plains with Fremont and was well known to old Humboldters.

The other version is that the name Truckee was given by the Stevens-Murphy party in 1844 in honor of an Indian guide

helped to confirm the popular impression that the Truckee Pass was the most feasible one and when agitation for a railroad began he was thus instrumental in ushering in the great enterprise which made a city of Reno.[1]

Other 1845 Parties.

In the same year, 1845, the Swasey Todd Co. crossed by the Truckee route. They had no regular captain and twelve or thirteen young men with pack animals went on in advance of the main party.[2] The third company of this year left Fort Hall on August 13th under McDougal and crossed by the same route without mishap, reaching New Helvetia late in September.[3] The Grigsby-Ide Co. also crossed the plains with teams and wagons but on the Humboldt lost the wagons by a fire which destroyed everything.[4]

The Early Emigrants of 1846 and the Hastings Cut-Off.

In the spring of 1846 a large party, consisting of emigrants carried by twenty-eight ox teams, started from Missouri for the Pacific Coast. They came by way of the Humboldt and up the Truckee. They passed Donner Lake and reached California in October of that year. Their captain was Major Stephen Cooper, a former associate of Daniel Boone and a companion of Fremont on his second trip.[5] The year 1846 saw many more immigrant parties on their way to California than had previous years. One emigrant, Edwin Bryant, stated that he counted on June 15, 1846, four hundred and seventy vehicles and that half

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who was very friendly and pleasing. He was called Truckee because of his resemblance to a Frenchman of that name. Some have said that this guide later served Fremont. Angel, Nev. 25.

[1]Coman, Amer. Settlers, II, 234.
[2]Banc. Calif., IV, 576.
[3]Banc. Calif., IV, 576.
[4]Banc. Calif., IV, 576.
[5]Angel, Nev., 26.

of these were going to California and the others to Oregon. He estimated that three thousand emigrants were on the way.[1] Traveling by the usual course he arrived at Fort Bridger on July 15th. There C. W. Hastings and Mr. Hudspeth of California were awaiting emigrants in order to pilot them by a new route which they had just surveyed, a route which is now known as Hasting's Cut-Off. On the 20th of July Bryant and nine companions were the first to pass over the new trail. They reached California in safety.[2] Forty wagon loads of emigrants followed and later in the summer many others also passed without mishaps.

Donner Party.

But at the last of the season came a party that was to suffer so severely for taking the shorter route that the trail was temporarily abandoned. This was the Donner Party and in these two words, "Donner Party" are epitomized all the hardships and suffering of overland travel. In May of 1846 a party of ninety persons with nearly three hundred wagons left Missouri for the Pacific Coast.[3] They made the distance safely to Fort Bridger.[4] Edwin Bryant had left letters advising them to go with their wagons by the old route and a portion of the party followed his advice and kept on the longer but safer road and reached their destination without mishap. Those who took Hastings Cut-Off along the shore of the Lake found not even a trail to guide them. Misfortune followed them from the time they

[1]Angel, Nev., 26. He traveled a portion of the way from Independence with the Donner Party.

[2]Angel, Nev., 26.

[3]Two brothers, Geo. and Jacob Donner and their families of sixteen persons, the Reed family of 7 and the Graves family of 12. They were joined at Independence by the Breen family and still farther on Mrs. Murphy and children joined the expedition.

[4]Angel, Nev., 27.

separated from the main party and most of them perished after terrible sufferings. The two fatal mistakes were the taking of the Hastings Cut-Off which meant thirty days instead of the seven counted upon to reach the Lake and the delay at the present site of Reno altho' the season was already late and the snow clouds were hovering.[1] But their cattle were worn out at the Humboldt and the Indians had taken twenty-eight during that part of the journey as well as having killed two men. The rest of the party was starving.[2] The Truckee Meadows was a green inviting spot and hence four days were spent here. The snow came a month earlier than usual and when the Summit was reached the snow covered the ground to the depth of from two to five feet. The storm was raging and when they tried to go on the animals were literally buried in the snow. The party was therefore forced to remain. A cabin was built and the Schallenburger cabin of 1844-5 was also occupied.[3] Four relief parties in all were sent to the Donner Party from Sutter's Fort.[4] The last reached the lake on March 17th but found only one living person. Some had gone already with the previous relief expeditions but out of the whole party only forty-eight persons survived.[5] The sufferings were horrible and indescribable. Some of the survivors suffered from

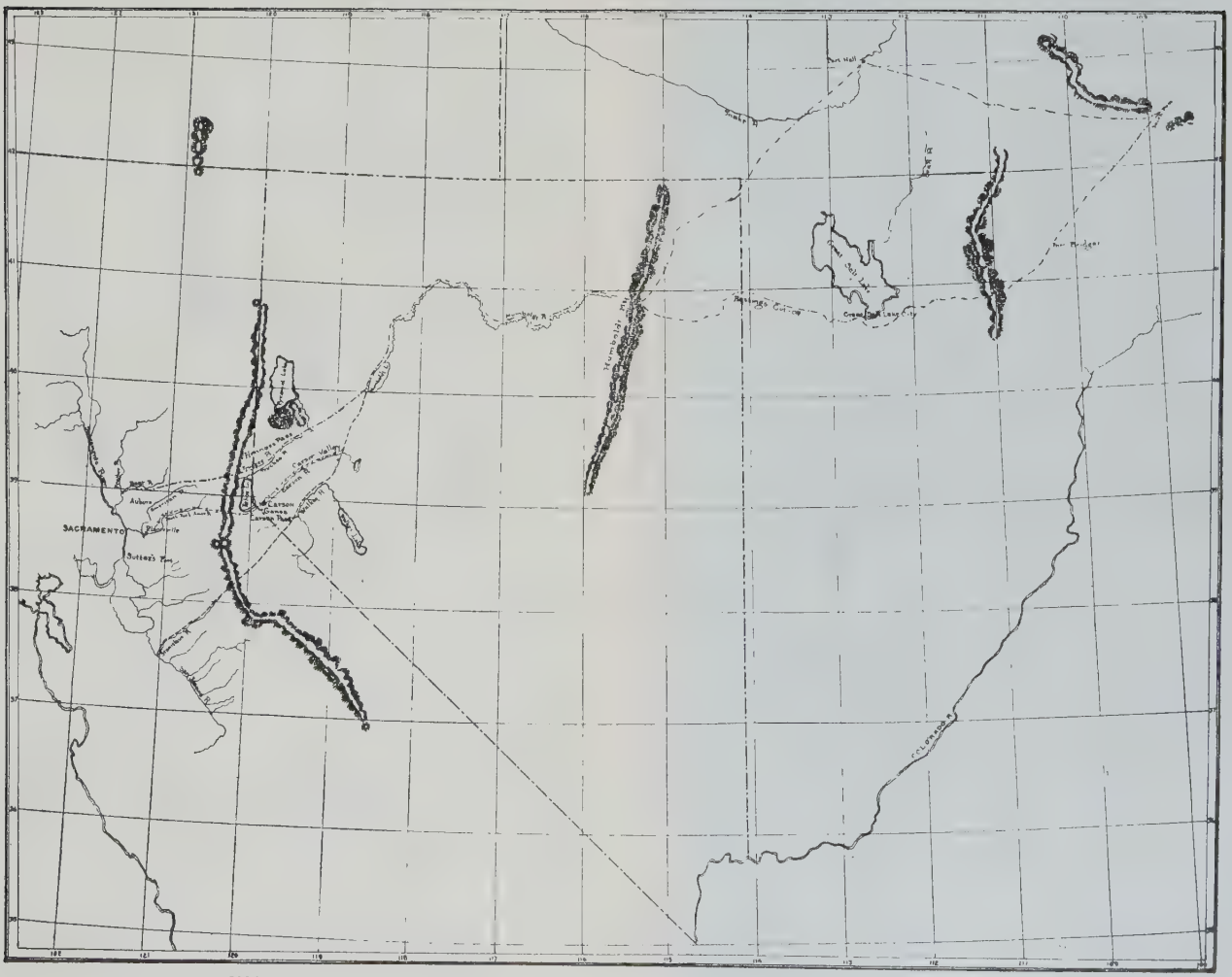
[1]Angel, Nev., 27.

[2]Stanton had gone ahead for relief and he came back with supplies from Sutter's Fort.

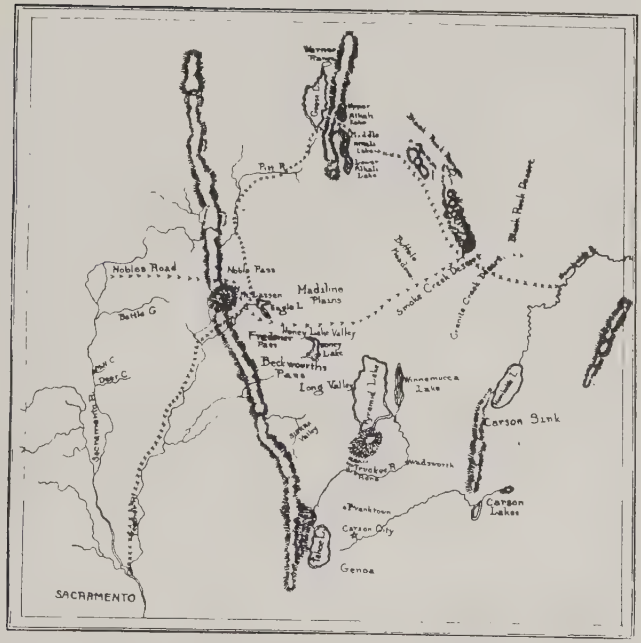
[3]Some of the party did persist in proceeding on their journey but out of 17 only 7 survived.

[4]Banc., Cal., 541.

[5]The second aid came on February 10, 1847. Many had already died and the survivors had eaten the rawhide moccasin strings. When aid came 23 started out again to cross the mountains but two returned to the cabin and three died on the way as they were too weak to stand the trip. On Feb. 25, Jas F. Reed returned to the camp with relief and started back with 17 but they were all compelled by a storm to return to Donner Lake. Mr. Reed and his children and one other person finally reached Woodworth Camp in Bear Valley. Angel, Nev. 28. Mr. Reed then organized the fourth relief party which found only Kieseburg alive. Geo Donner and his wife and Mrs. Murphy had recently died.



THE HASTINGS CUT-OFF, WHICH DELAYED THE DONNER PARTY



NORTHERN TRAILS ACROSS NEVADA

Lassen's Trail xxxxx Noble's Road *****

the consequences for the remainder of their lives. Many versions of the Donner Party experience were circulated, some of them more or less false, with the result that the whole route was for a time discredited.

New Routes Sought: The Lassen Trail.

Naturally therefore, other trails across northern Nevada were sought and routes previously known to traders and prospectors were once more used. The first emigrant party to cross by the extreme northern part of the state was that of Peter Lassen with a train of twelve wagons. This was in the spring of 1848.[1] Following the old emigrant road to the Big Bend on the Humboldt, he there turned into the Applegate Road leading to southern Oregon. This trail had been made by Applegate & Co. in order to have a shorter route to the Cascade Mountains and also to the emigrant road from Oregon to California. It followed down the east side of Goose Lake, crossed west and then turned northwest. Lassen continued on this road until he reached the lower end of Goose Lake. Then he turned directly west. The Donner Party experience was almost repeated. The party were snowed in on the headwaters of Feather River without provisions when help finally came on the first of November. They were all rescued but lost many wagons and animals. After this the road was called the Death Route or Lassen's Horn Route, meaning that it was as much of a cut-off as going around Cape Horn would have been.[2] Yet many went over this route in 1849, some because of fear of the forty mile desert between Humboldt Sink and Ragtown on the Carson. But on this newer road there was little more water and poor feed. Besides

[1]Fairfield, Hist. Lassen Co., 1.
[2]Fairfield, Hist. Lassen Co., 6.

there were deep canyons and the mountain passes were always steep. The Pitt River Indians were always troublesome. After 1850 there was scarcely any emigrant travel over this road.

Beckwourth Pass Route.

In 1851 Jas. P. Beckwourth, a trapper, discovered the pass which bears his name. That fall he conducted a party of seventeen wagons from the Truckee over his Pass to American Valley and then to Marysville.[1]

Noble's Pass.

In 1851 also a party of prospectors crossed Indian Valley and passed over the mountains to Honey Lake by way of a new pass later called Noble's Pass.[2] Thus by 1851 all the available passes had been located and the only question that remained was to determine which would become the main highway.

Rivalry of Various Sections for Control of Calif. Trail: Intrigues of Noble.

One man who had crossed Indian Valley in 1851 had recognized the value of the pass discovered by his party. This man was Noble. He went to Shasta, the principal town in the northern part of California, and told of the merits of the pass, with such effect that some enterprising business men hired him and a small party to go out to Humboldt River and divert travel to Shasta. The latter place, it was claimed, was only three hundred miles from the Humboldt and the greatest distance between watering places was twenty-five miles. Besides, according to their story, grass was abundant along the road especially in fertile Honey Lake Valley. But they had hard work to persuade travel to leave the

[1]Fairfield, Hist. Lassen Co., 11.
[2]Fairfield, Hist. Lassen Co., 17.

main traveled roads. Threats were made by returning Californians to do them bodily injury if they did not cease their efforts to persuade travelers to take the Noble Road.[1] One small train did go over it and reached Sacramento in safety. The next year the road was improved and the greater part of the immigration to northern California then went over it. During the year 1857 the Noble Road was a favorite one. That year a wagon road was constructed from Oroville to Honey Lake Valley and the first stage coach came into that Valley.[2]

Methods of Diverting Travel.

But there continued to be great rivalry between the stations along the different routes to California. The chief method of diverting travel to their own roads was by discrediting all rival ones. At Lassen's Meadows on the Humboldt, emigrants were warned not to go through Honey Lake Valley to California as they were likely to be robbed or killed or at least have their horses stolen.[3]

The Truckee Route Wins From All Others.

There were about a half dozen routes across Nevada and the Sierras. But the Sonora and Walker River routes were never popular and were abandoned as they were too dangerous. Lassen's Road from Humboldt to Lassen's Meadows and to Sacramento by Feather River was three hundred miles longer than the Truckee.[4] Noble's Road was longer than the Truckee but had easier ascents and descents and good pasturage. It was a good road and was thronged with wagons.[5] But the two most popular were

[1]Fairfield, Hist. Lassen Co., 20.
[2]Fairfield, Hist. Lassen Co., 383.
[3]Fairfield, Hist. Lassen Co., 185.
[4]Coman, Econ. Beg. of the Far West, Vol. II, 234.
[5]Fairfield, Hist. Lassen Co., 17.

the two middle routes: first, the Carson to the American River, and second, the Truckee route which later was the most practicable even though the highest.[1]

CHAPTER III.

THE FOUNDING OF STATIONS ON THE TRUCKEE AND THE BEGINNING OF RENO.

The Emigration of 1849.

Few realized the commercial value of the victory won from Mexico when California was proclaimed American territory in July, 1846. It had been the goal of emigrants for some years, yet there were only about half a dozen American stores in San Francisco. But when the rumor was noised abroad that gold had been discovered by James Marshall in the mill race at Coloma in January, 1848, then the world's attention was brought to California. If facilities for travel had been as they are today the rush to California would have been a year earlier.[2] The 49'ers would have been 48'ers. But in '49 the trails to California were fairly lined with seekers after gold. Our Truckee Meadows and the adjoining canyons if they could speak could tell many stories of the travel of those days. The old rough roads are still to be seen in places and no modern steel axles could long survive them. The wooden axles were more elastic and when broken could be replaced from trees along the route.

Belated Parties Wait in Valley of Truckee.

Emigrants often followed the Truckee and crossed it at several points. They stopped along its banks to feed their starved animals. After the Donner Party's mistakes emigrants feared

[1]Coman, Econ. Beg. of the Far West, Vol. II, 234.
[2]Wright, The West the Best, 9.

the mountains and for ten years after 1846 every winter found belated parties waiting on the Truckee Meadows for spring to open the mountain passes. The rank grass grew well and the horses fattened on it waiting until they could begin their long hard pull in the spring.[1]

Jameson's Station on the Truckee, 1852.

The majority of emigrants still went by the Carson River Route but many followed the Truckee from the lower crossing, now Wadsworth, on up the stream and over the mountains by Donner Lake.[2] For several years the only settlement on the Truckee was that of Jameson. He was a Mormon who came from Carson Valley in 1852 and established a station where Glendale is now. He kept provisions and here the weary pilgrims rested themselves and their beasts and bought provisions before going on. He also traded with emigrants, buying their exhausted stock or trading it for good catle. Then he would fatten the exhausted stock to trade again.[3]

Stone and Gates' Crossing, 1857.

In 1857 John F. Stone and Chas. C. Gates established a post on the Truckee which became known by their name and later was called Glendale. Nine other men followed them, settling on ranches in the valley.[4] In 1863 Mr. Peleg Brown, one of these men, introduced alfalfa. It was raised so successfully that ever since it has been cultivated profitably. This same man brought in some good stock. There was already much broken down stock. This was the beginning of stock raising in this valley.

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[1]Nev. Ter. Directory, 1863.
[2]Angel, Hist of Nev., 624.
[3]Angel, Hist. of Nev., 623.
[4]Angel, Hist. of Nev., 624.

M. C. LAKE, WHO BOUGHT "THE LITTLE INN, THE TOLL BRIDGE, AND THE LAND WHERE THE HEART OF RENO NOW IS" AND CALLED IT LAKE'S CROSSING.

Some Other Early Settlements.

Other settlements following this were Huffakers, Lake's Crossing, Hunter's Crossing and Crystal Peak. The last named was very prosperous. The farmers brought in their products, and saw mills flourished before Reno was a station.[1]

Truckee Meadows and Fuller's Crossing, 1859.

An old pioneer preacher described his first sight of the Truckee Meadows as follows: "The overland road crossed the Truckee thirteen times after leaving the present town of Wadsworth. It was in '53 and there were fifty of us with a large train of cattle and horses. On the last day of August we camped on Truckee Meadows letting our horses graze on the thousands of acres before us and all around us; not an inhabitant in that vast field of blue joint."[2] In 1859 a settlement was made where Reno now stands.[3] It was on the south side of the Truckee on the site of the present Riverside Hotel. A man from Susanville by the name of C. W. Fuller took up this land and put up some small buildings. He also built a ferry boat for the river. He later constructed a low bridge which had to be fastened down during high water. Still the river could be forded at this point as it was shallow. The old ford ran diagonally from the point where the old gas works were, now the site of the Rialto Theatre, to the present library. Mr. Fuller was very poor and it was said that the first winter he spent at the crossing he wore a blanket tied around his waist as he had sold his only suit of clothes for seed corn.[4]

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[1]Gold Hill Daily News, May 3, 1865.
[2]Statement of F. M. Willis, Pacific Grove, Calif.
[3]Fairfield, 243.
[4]Statement of R. L. Fulton, Reno, Nev.

THE OLD RIVERSIDE AND THE IRON BRIDGE OF 1872.

It was a good location and as travel increased his little inn began to be a welcome sight to travelers. It was only a dugout and shack a little north of where the Riverside now is but travelers did not expect elegance or comfort in those days. The bridge was the important feature to the traveler. It was built in 1860. It was made of logs and heavy timber about six or eight feet lower then the present bridge.[1] In 1862 it was washed away but was soon rebuilt.

Becomes Lake's Crossing, 1863.

It seemed as though Mr. Fuller was fleeing from prosperity when in 1863 he sold the property to M. C. Lake, a rancher from Honey Lake Valley. The little inn, the toll bridge, and the land where the heart of Reno now is were included.[2] The crossing then became known as Lake's Crossing and was very popular. The two corner stones of the future metropolis were the bridge and the tavern. The little tavern in the midst of sagebrush with great boulders strewn around it had many guests. Ranchers came for their mail from over the valley and as it was a long journey to Virginia, Mr. Lake kept a small store where they could get some supplies. The original tavern burned in 1869 but Mr. Lake rebuilt it and opened a very commodious hotel known as The Lake House on New Years Day, 1870. Under the later name of "The Riverside" it remained a landmark in the city until the Riverside Hotel was entirely finished in 1906.[3] Mr. Lake built a wooden bridge and charged toll. This bridge was washed out in the winter of 1863. He then built a much stronger bridge which lasted until 1867 when the high water

[1]Statement of Robt. Lewers, Reno, Nev.
[2]Statement of Mrs. F. Thompson, Reno, Nev.
[3]Statement of Mrs. F. Thompson, Reno, Nev.; this building is still standing, having been moved to the rear of the new Riverside Hotel.

THE NEW RIVERSIDE AND CONCRETE BRIDGE.

washed it out again. He rebuilt the bridge but in 1871 his charter for the privilege of charging toll terminated and the county wished to make it a free bridge. The toll was from one dollar to one dollar and fifty cents for every head of cattle and the ranchers sent great droves of cattle across the bridge and road to Virginia. Because of the splendid revenue received from it Mr. Lake objected to the county's taking it. He dug a trench around the bridge and stationed a man with a gun to guard it. But after a lawsuit the bridge reverted to the county, which in 1872 constructed the iron bridge which now spans the river from north to south on Rock Street.[1] When the iron bridge was torn down some of the old logs in Fuller's bridge were found. Upon these logs all the later bridges had rested. The present beautiful bridge of concrete was built in 1905.

CHAPTER IV.

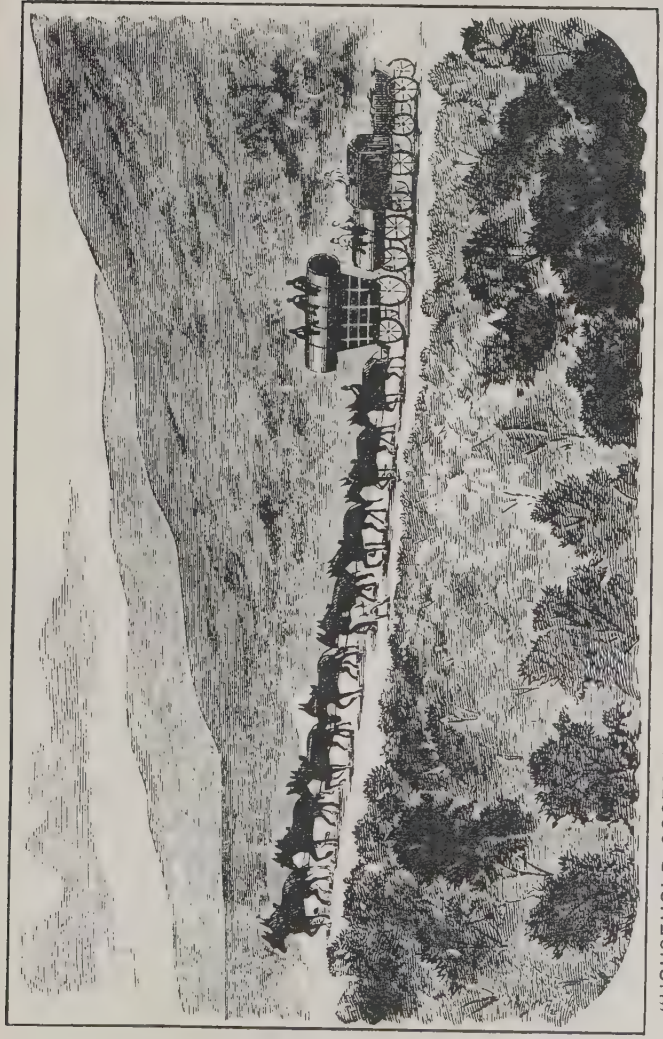
DISCOVERY OF THE COMSTOCK AND ITS EFFECT UPON RENO.

Discovery of the Comstock.

Nevada came near to having a '49 excitement for gold was discovered in the summer of that year by a party of emigrants at the mouth of a canyon, now known as Gold Canyon, near Dayton. The men found that they could wash out from ten to fifteen dollars gold a day which was equal to California wages. So they remained in the canyon,[2] but it was not until 1859 that the ledge

[1]Statement of Mrs. F. Thompson, Reno, Nev.

[2]Dan De Quille, 26. In 1850 Mormon emigrants, waiting for spring to open the roads to Calif. discovered gold but went on to Calif. In 1852 the Grosch brothers mined at Gold Canyon and knew in part the value of their claims. But both died before the news of their discovery became general. Then came the group of miners Comstock, O'Reilly, McLaughlin and Finney, or Old Virginia, and the discovery of the famous lode of the Comstock. The find was made known to the world by a rancher named W. P. Morrison living on Truckee Meadows.



"HOUSEHOLD GOODS AND MACHINERY FOR THE MINES FROM THE FOUNDRIES OF SAN FRANCISCO WERE SENT OVER THE MOUNTAINS."

was discovered which made Nevada famous. By that year there were one thousand people in Western Utah[1] which was known first as Washeau and later as Washoe.[2]

California's Excitement Over the Comstock and the Back Stream to Nevada.

California had always hitherto been the goal for goldseekers and was subject to spells of gold excitement. When in 1860 the cry came from over the Sierras that gold was discovered in Washoe, immediately a shout was set up "Hurrah for Washoe! silver in Washoe! ledges ten thousand feet deep, a solid mass of silver!" All San Francisco was aroused. The seasoned miner and the tenderfoot alike set out for Washoe. They needed only a pack mule, a pick, a shovel, a hammer and a frying pan.[3] Thus the great backward rush from California began as miners and others from Grass Valley as well as from Nevada City rushed to the new discovery, made claims, and purchased other claims. San Francisco heard the news and soon sent prospectors traveling all over Nevada searching for claims and spending large amounts of money.[4]

Virginia City.

Virginia City was laid out and named for its unlucky discoverer. The uninhabited barren mountain side became a living city with thousands of inhabitants.[5] Its streets were paved with rock from the mines. Everything was mines. Engines

He went to the Comstock on business and on leaving took some of the supposed sulphur which was so difficult to work and as he had business in his old home, Nevada City, he had the stuff assayed there on June 24, 1860. It was found to be rich in gold and silver. Angel, Nev., 60.

[1]Powell, Land of Silver, 15.

[2]Angel, Nev. 662. Travelers changed the Indian word to Washoe.

[3]Brown, 308.

[4]Overland, May, 1869.

[5]Nev. Ter. Direct. 1863, 165.

pumped night and day. Drays loaded with bullion passed others on the street laden with ore and underneath the city in the mines was a third of the population which soon grew to twenty thousand. In time the excavations were as large as the city above. This underground city was lighted with candles night and day. It gave to the world between the years of 1862 and 1866 sixty-three million dollars.

Growth of Industry and Means of Communication: Roads to Transport Supplies for the Mines; Shipment of Ores.

Before the discovery of the Comstock, in all the territory there were only three saw mills, two flour mills, and a half dozen blacksmith shops. The rivers were fordable and so bridges had not been made even to build a road to California. But in '59 and '60 California very vigorously started to build roads to the rich mines.[1] San Francisco wanted the trade of Washoe and subscribed liberally to the projects. The narrow roads along which only pack mules could carry freight became broad toll roads along which trains of heavy wagons hauled all supplies; groceries, hardware, household goods, and machinery for the mines from the foundries of San Francisco were sent over the mountains. The wagons were often drawn by twelve large mules. The teams went stringing along for miles. At the beginning the ores could not be worked on the Pacific Coast as the mills did not have the proper equipment. Consequently, the ore was packed in sacks on donkeys' backs and transported to San Francisco and from there shipped to reduction works in New Jersey or Swansea,

[1]Powell, Nev., The Land of Silver, 17.

Wales.[1] The long trains of donkeys were a daily sight on the highway.[2]

Stage Lines.

To take care of the immense amount of hauling, daily stages came and went from Virginia to California and all parts of the territory. There was no city in the United States which had so many lines radiating from it. From Carson to Virginia there were the McCue line which came over the mountains by way of Placerville, the Sam Russell & Co. Dayton line which connected with all the territory, and The Pioneer Stage Co. started in 1857 and passing through Placerville connected with Sacramento. It carried Wells Fargo express and mail. The Placerville Road was graded but was very dangerous. Then there were the toll roads of the Geiger Grade on the north and the Virginia and Gold Hill Tunnel Co. on the south.[3] A route used and indeed very popular was by Henness Pass and Weber Lake or by Donner Lake, both leading down the banks of the Truckee to one of the several crossings and thence to Virginia over the Gieger Grade.[4] The California Stage Line took this route, running daily to Marysville, Grass Valley and Auburn and making daily connection at Sacramento with steamers for San Francisco. Even during the heavy snow of the winter they were said to make regular time.[5] The Pacific Co. was another line running through Truckee Meadows over the same route. Other lines might be mentioned on both routes as there were many more.

Rivalry of Stage Lines.

As might be expected there was great rivalry

[1]The Argonauts of Cal., 229.
[2]The Argonauts of Cal., 229.
[3]Nev. Ter. Directory, 1863. 165.
[4]Angel, Nev. 624.
[5]Nev. Ter. Direct., 1864-65, 35.

between the competing roads to Virginia. The Placerville and Carson people told of the advantages of their route and the disadvantages of the Truckee and Henness Pass routes.[1] The newspapers of the two places were loyal boosters for their own communities. It may be truthfully said that the Truckee routes were well patronized by California.

Farm Produce From Sierra Valley and Honey Lake Valley Goes to Virginia By Way of Lake's Crossing.

Lying east of the Sierras were two rich valleys which sent a great deal of farm produce to Nevada, especially to Virginia. Besides great droves of cattle, the ranchers brought in hay which sold at thirty dollars a ton. G. W. Mapes states that he has brought many loads of hay from Sierra Valley to Virginia over the bridge at Lake's Crossing when there was no Reno.[2] From Honey Lake Valley flour was sent to Virginia selling at twenty-eight dollars for a hundred pound sack and potatoes sold for twelve cents a pound. An old resident of Honey Lake Valley states, "There was a demand for almost everything—even jackrabbits—and the prices would satisfy almost anyone."[3] The toll bridge at Lake's crossing became a very profitable source of income as there was now constant travel between Virginia and California. Also the valleys about the Truckee began to fill up with ranchers who could market their produce in Virginia. The Truckee, Lake Tahoe and the Carson supplied fish to Virginia but even at her best Nevada could not furnish all the necessities for the booming city. The people demanded many things which, because of the great cost of transportation and

[1]Sac. Daily Union, June 1, 1863.
[2]Statement of Mr. G. W. Mapes, Reno, Nev.
[3]Fairfield, Hist. of Lassen Co., 302.

difficulty of hauling, came to be counted as luxuries. Also because of the constant delay and great cost of transportation the people suffered many inconveniences and the mines were retarded by the lack of machinery which could not be transported over the mountains. If only there were a railroad, the mines and mills would treble was the growing thought of the people of Virginia.[1] In California men interested in the Comstock began to demand a more rapid means of communication and lent their aid to others who were agitating for the same thing.

CHAPTER V.

THE COMING OF THE RAILROAD AND RENO'S OPPORTUNITY.

Demand for Better Mail Service.

But the demand for railroad transportation at this time was far more than a local matter. Mail and express facilities between the East and California had long been a problem. There had been regular mail across Nevada since 1851, first by pack mule and covered wagon as far as Salt Lake,[2] then by pony express and finally by the overland stage coach which seemed like a great luxury after the slow and tedious journey by ox team. The Pony Express was started in 1859. By it mail and express were brought from San Francisco to Sacramento by steamer, then a man on a horse started on the long ride over the mountains. The first rider was Harry Rolf who went via Placerville, Carson Route, riding a wild mustang pony.[3] From Carson Valley, carried on a fresh mount, the rider went over the Simpson

[1]Nev. Ter. Direct., 1864-65, 23.
[2]Angel, Nev. 102.
[3]Argonauts of Calif., 223.

route to Salt Lake City. From Placerville to St. Joseph the distance was covered in eight days. A letter of one sheet was carried for five dollars.[1] In 1861 the overland mail stage route was completed which also ran from Sacramento via Placerville into Carson Valley, thence to Dayton, Ragtown and across the desert to Humboldt River to what is now Stone House Station where it left the river and took the Hastings Cut-Off to Salt Lake City.[2] Not until May 20, 1865 did the Donner Lake Route also have the postal service when Congress established the additional route via Crystal Peak, Donner Lake and Summit to Dutch Flat, thence to Sacramento.[3] The telegraph line was kept in connection with the Placerville stage route until the Central Pacific R. R. was completed September 22, 1861.[4]

Difficulties of Stage Transportation: Discomforts and Expense; Robberies.

Although the overland stage seemed at first to travelers next door to flying yet there were many discomforts connected with it as well as great expense. Firms who operated lines found the work extremely expensive and many of them failed. Besides there was always danger of robberies. The stages to and from Virginia carried great amounts of treasure. The story is told of one driver commonly called Big George who often boasted that he had never been robbed. Once after boasting thus he started from Virginia over the Dutch Flat Road but when near Marysville the bold robber easily relieved him of five hundred dollars.[5] There were many such incidents and the teamsters acquired the habit of express-

[1]Coman, II, 355.
[2]Angel, Nev., 102.
[3]Humboldt Register, May 20, 1865.
[4]Angel, Hist. Nev., 107.
[5]Argonauts of Cal., 210.

ing money over the mountains or else took checks to cash in San Francisco. A stage robbery which probably had an influence in awakening the government to a sense of immediate need of a transcontinental railroad occurred just above Placerville. The stage was bound for Virginia and the robbers when caught claimed to be commissioned officers of the Confederate Army. They were therefore prisoners of war and not outlaws. But they were found guilty of robbery and one was executed.[1]

Conception of the Idea of an Overland Railroad.

The idea that the West should be connected with the East was not suddenly conceived. In the Knickerbocker Magazine about 1834, Lewis G. Clark predicted that there would eventually be a road to connect the Oregon country with the East.[2] Even before this in 1819 Rott Mills had submitted to Congress an interesting suggestion.[3] He proposed that Charleston, South Carolina be connected with the Pacific Ocean by a system of canals and natural waterways up the Mississippi to the Missouri and to the Columbia. In 1830, with the introduction of railway building in America, plans for a transcontinental railroad were promulgated. As is usual with all new ideas, the scheme was considered ridiculous. Hall J. Kelley's agitation for a railroad was considered as visionary as would be the building of a railroad to the moon. General Leavenworth of the U. S. Army saw, from the soldier's viewpoint, the need for a railroad for the purpose of defence and forwarded a paper to Congress in 1831 recommending a railroad to the Pacific.[4] In 1836,

[1] Argonauts of Cal., 224.
[2] Overland, May, 1869, 469.
[3] Wright, The West the Best. 14.
[4] Coman, Economic Beg. of Far West, II, 352; Angel, Nev. 272; It was to go by way of the Lakes to the Oregon territory. From then on he labored with Congress.

a civil engineer, John Plumbe, who was a Welshman by birth but American by education called at Dubuque, Iowa, the first public meeting on the subject of a railroad to the Pacific. The dream was reduced to practical terms by Asa Whitney, a New York merchant, in a memorial to Congress in 1845. In order to control the trade of the Indians he proposed to finance a railroad out of land sales and petitioned congress for a grant thirty miles wide along the entire route.[1] Emigrants were to be settled on it and thus pay for the construction of the road. He lectured from Mississippi to Oregon and wrote for the newspapers in order to make the demand real. He was too far ahead of his times. The railroad was to be owned by the government and the scheme looked too glaringly speculative for the government to assume the burden. Consequently, it found few advocates.

Sectional Differences as to Routes: Calhoun and Jeff. Davis.

Webster believed in the railroad. Benton and Fremont said it was a necessity. Congress debated the subject but sectional differences prevented action. The south-eastern tier of states, which controlled the policies of the country, was interested in a highway through the southern states to California. After 1853 Jeff Davis was Secretary of War and he pushed surveys to the West in 1854. Calhoun, the previous Secretary of War, had left the north entirely out of consideration in the railroad project. The Gadsen Purchase was made in 1853 because the survey for a railroad included this little strip.

[1]Overland, May, 1869.

Stephen A. Douglas and the Kansas-Nebraska Bill; Cheap Land Decides That Emigration Shall Go to Northwest.

Stephen A. Douglas gave the north a fighting chance in his famous Kansas-Nebraska Bill in which some saw only the slavery issue, yet the route of the Pacific R. R. was finally decided by the political and financial ambitions of this man. He was a resident of Chicago, which was a growing town and just beginning to show its later tendencies. He was intensely interested in real estate and believed he could make a fortune if the railroad would make Chicago a terminal. On the other hand St. Louis in common with every other town on the Mississippi hoped to become a terminal. He was intensely interested in the Democratic party and southern Illinois was the center of strong democracy and his political fortune depended on keeping its favor. He championed the middle course. Kansas became slave and Nebraska free. One railroad would do from the Pacific to Kansas. There it must divide into two branches, one to Chicago and the other to St. Louis. Emigrants from Illinois and Indiana and eastward could push on through Nebraska and free territory to the West. Land was cheap in the North but few emigrants could go into slave territory as only rich men could own large plantations and the southern democrats wished to annex lands for large plantations for slave labor.[1] Thus the emigration from the old homes to new ones in the West made bonds which needed to be cemented by bands of steel and the emigrant longed to see the old home once again without the dangers of the long sea voyage or the weary and often dangerous overland journey.

[1]Prof. I. J. Cox, Ph. D., University of Cincinnati, Lectures.

Engineers Favor Southern Route: Beckwith's Four Possible Routes.

By order of the War Department, Stansbury in 1849 surveyed for possible routes for a railroad. Next Lieutenant Gunnison in 1853 and Lieutenant Beckwith in 1854 continued the surveys. They all agreed that the southern route was the best to cross the Rockies. They thought the central route was impracticable because it was beyond the skill of railroad engineers to overcome the grades and besides the snows were too heavy in the Wasatch and the Sierras.[1] Of these surveys Lieutenant Beckwith's was the most complete. One hundred and fifty thousand dollars was appropriated in March, 1853 and on February 25, 1855, he gave a detailed report to the War Department. The next year he was sent out with more money and had three surveying parties in the field. In all ten routes were surveyed but in his opinion only four were possible routes. His report included physiography, climate, soil, resources, cost of construction and other facts that might have a bearing on railroad building or development of resources along the railroad route. The first route thought possible was situated between the forty-seventh and forty-ninth parallels. It was to cross the Rocky Mountains at the sources of the Missouri and Columbia and follow their valleys. The favorable features were the low profile and easier ascents, consequently smaller cost of construction. This route was at least one thousand four hundred and fifty feet lower than the other routes. The serious objections to the route were its proximity to a foreign power and the severely cold climate. Another route favored by Lieutenant Beckwith was along the thirty-eighth and thirty-ninth parallels from

[1]Coman, Econ. Beg. of Far West, II, 356.

St. Louis to San Francisco. This was a shorter one and the estimated cost of construction was about the same as for the northern project. But there was more timber and water along the way. Yet this was not an entirely practicable road for there were more ascents and descents and the maximum crest was 10,000 feet. A road along the thirty-fifth parallel was favorably reported because of the interlocking tributaries of the Mississippi, Rio Grande, and the Colorado which meant timber and other resources, but here there were even more ascents and descents than on the forty-first parallel road. The most favored route was the one along the thirty-second parallel for the elevation was low and the mountain passes over a tableland easy. Besides it was the shortest line to the Pacific covering only sixteen hundred miles from the navigable waters of the Mississippi. The climate was temperate and altogether it seemed to Beckwith the most economic and otherwise practicable route. The only objection he found was that there was no fuel along the road.

Beckwith's Objections to the Humboldt Route.

Beckwith did not favor the central route along the forty-first to forty-second parallels and via the Humboldt. The objections were that there was little timber, the springs dried up in summer and little good soil or grazing land was to be found. For a railroad at least thirty miles would have to be piled on the deserts of mud, clay, alkali and salt. Beckwith considered the Noble Pass the best crossing in the Sierras as it avoided the principal range and its altitude was only five thousand six hundred and sixty-seven feet with a slope of seventy-five feet per mile over a plain to the Sacramento. But the Noble Pass was reached only by a long detour from the California

Trail and the cost of construction would be much greater in a country with no resources of its own.[1]

Early Opinions Favoring the Humboldt.

However in 1860 the War Department proposed a military road across the continent along the line of Beckwith's survey of the Humboldt route, terminating though in Long Valley.[2] In the next year one of Beckwith's aides, Brevet Lieut. Col. Steptoe made a survey and decided on the Carson River road as the most direct one. The entire distance he said could be made by wagon with plenty of water and grass and with a good crossing at the pass at the head of the river.

Rivalry of Towns on the Pacific and Insistence of California on a Railroad.

The discovery of gold in California had made the railroad a necessity but even within California itself rivalry existed for of the four chief towns on the Pacific, each one hoped to acquire the terminal. As the belief obtained that only one railroad across the continent would pay, if indeed even one could be properly financed, it was clear that only one of the four towns could win its point.[3] California became very restive while Congress was considering first one route and then another. It urged that some action be taken but could make little impression, being three thousand miles away by sea and five thousand by land with a journey of from three weeks to three months intervening.

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[1]Beckwith, Report to the War Dept., Feb. 25, 1875 of Explorations and surveys for a Railroad, 7-25.

[2]Fairfield, Lassen Co., 384.

[3]Now there are about nine railroads instead of one and they are all paying dividends. They follow the old emigrant trails except in places where the engineer found he could shorten the routes and lessen the grades.

Actual Travel and the Civil War Decide In Favor of Northern Route.

Meanwhile prairie schooners had determined the shortest route by a well defined trail from Westport to Salt Lake and then from South Pass by the Truckee to Sacramento. Fremont also had said that it was the shortest. Travel naturally followed the line of least resistance.[1] When the Civil War began it put an end to argument. Secession made a northern route the only possible one. The dangerous position of the Pacific states was now clearly seen. They were three thousand miles from the home government with only a few scattered posts along the route overland and were practically cut off in the event of a war with a foreign power.[2] The idea was current that California and Oregon were destined by geographical conditions to form independent republics. The rumor that California was tired of waiting for overland communication and that she proposed erecting an independent republic was circulated. Then the report that the Confederacy had invaded New Mexico and intended to push on to California induced Congress to lend government aid to the Union Pacific as a war measure.[3] Doubtless the Union owed its preservation in 1860 to the land grants made by the government to the railroad. For to tie the northwest up to the northeast by bands of steel meant an increase of trade, travel, and communication and a general tying of the Pacific coast to the government.

California Takes a Hand at Railroad Building and the Comstock Is the Immediate Incentive.

While Congress was coming to these decisions

[1]Coman, II, American Settlers, 353.
[2]Goddard, Where to Emigrate and Why, 540.
[3]Semple, Am. Hist. in Rel. to Geog. Cond., 231.

THEODORE JUDAH, WHO "DID MORE THAN ANY OTHER MAN FOR THE BUILDING OF THE RAILROAD."

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a few determined old timers in California, whose imaginations had been fired by the wealth of the Comstock, decided to find a better means of communication with that place.[1] A railroad from Sacramento to the Nevada state line would bring them within easy reach of the mines and could also connect with any line coming later from the East. Their efforts and agitation in Congress were the immediate means of bringing a transcontinental railroad into being.

Thus Nevada with her mines not only furnished her great wealth in the Civil War to carry on the conflict and keep the credit of the United States abroad but was the direct cause of uniting the East and West when the union was torn by sectional strife. Nevada was not "the promised land" but it proved the truth of what President Lincoln once said, "It may be the Treasury of the Nation." [2]

Theodore Judah Constructs Sacramento Valley Railroad.

The history of the origin of the California railroad may be summed up in the story of one man, Theodore Judah. As a youth he came to California in 1854 with Pacific railroad on the brain. He had been educated at the Troy Engineering School and had done practical work in railroad building in the East. He came to California to build the Sacramento Valley railroad bringing with him twelve engineers of his own selection. He made surveys and built in two years the first railroad in California. It ran from Sacramento to Folsom. He then went east to get financial aid to build a railroad to San Francisco by way of Benicia. Meanwhile he was spending time,

[1]The general opinion was that this was the wild fancy of a few lunatics who did not know how to build a road. Argonauts of Cal. 227.

[2]Overland Monthly, Feb., 1869, 160.

money, and energy to enthuse people on the subject of an overland railroad. He prepared a pamphlet concerning routes over the mountains and published it at his own expense. Not even sleeping cars and restaurants were omitted in the details.[1] He spent his winters in Washington and waited for four sessions of Congress. He was modest but a rare talker and untiring. He could make even those Congressmen believe that the engine could surmount the very heights of the Sierras. He had a room with maps and plans where he unceasingly labored for his project. A convention was held in San Francisco in 1859. He reported it in full to Congress. When the Washoe excitement broke out he found more ready listeners.

Recommends Madeline Pass.

He had surveyed the passes and had decided in favor of Madeline Pass although the route was longer but the pass was lower and less likely to be shut up by winter snow. Now his main object was to demonstrate a practical route to cross the Sierras by the most direct route between Sacramento and Virginia. Even then two hundred loaded teams of six and eight mules went by Placerville daily and more then half that number by Henness Pass. It was estimated that the traffic would yield the railroad fifty millions a year and would alone justify construction.

The Surveys of 1860.

Anticipating more favor for his scheme by the change to republication administration, he surveyed again in 1860 for a shorter route. He believed the snow danger was exaggerated and preferred taking chances of winter obstruction to losing a share of the profitable business which

[1]J. C. Waite, Overland Monthly, Jan., 1875, 10.

would pay the expenses of further extension to Salt Lake. He surveyed three routes—one through Eldorado County via Georgetown, another via Nevada City and Henness Pass and still another by the Donner Lake Pass and Dutch Flat.

Recommends the Donner Lake Pass.

The last survey extended one hundred twenty-eight miles east of Sacramento and down five miles of the Truckee. Within this distance all difficulties were said to be overcome and from here easy grades were to be found as far as Salt Lake. Besides the Donner Lake Pass Route crossed California at nearly the narrowest part. He could thus shorten the route by one hundred and eighty-four miles and save thirteen million dollars. The elevation of the Pass is seven thousand and twenty-four feet and with a base of seventy miles could be overcome with a maximum grade of one hundred and five feet in a mile. The west flanks of the Sierras being at right angles to the northwest and southeast trend of the chain of mountains, the ridge could be ascended from the base to the summit in the general direction of the streams.[1]

Organization of a Railroad Company, 1861.

In the spring of 1861 through Judah's efforts a company was organized at Sacramento. They had little money but a great amount of brains. The directors were Governor Leland Stanford, C. P. Huntington, T. D. Judah, Chas. Crocker, L. A. Booth, Jas. Bailey, D. W. Strong and Chas. Marsh. All but the last two were from Sacramento and these were from San Francisco which was rather cold toward the project. Messrs. Huntington and Hopkins were hardware merchants in Sacramento at that time and Hunting-

[1]Overland, May, 1869, 472.

ton was therefore deeply interested. Organized with Governor Stanford as president they sent Judah east by steamer to Washington to obtain government aid as the enterprise could only be carried out by means of such aid. The new Congressman, Aaron A. Sargent, from California gave him excellent help. He was the first republican Congressman and was very energetic. He was determined to be on the committee on the railroad and succeeded. He would not talk slavery but only railroad. He very forcibly told of the danger to our country of foreign interference. England wanted California as a prize and there was danger in delay. The railroad was a military and postal necessity. Then he laid stress on the great commerce between our country and the Orient.[1] He got control of the committee and wrote the bill which was passed and approved by President Lincoln July 1, 1862 authorizing the building of the road by land grants to the railroad and bond subsidies.

Estimate of the Influence of Judah on the Builders of the Railroad.

In the history of this grand enterprise the ability and tireless energy of Theo. Judah has been forgotten but he did more than any other man for the building of the railroad. He was willing to do the hard work as well. In the preliminary work, he and his wife were with the laborers. He directed and tended to many details while his wife caught fish and cooked them for the men. They took pictures of Donner Lake which were engraved on the original stock and certificates of the C. P. R. R. But he did not live to see his work completed for while going east to sell franchises for the road he contracted typhus fever on the Isthmus of Panama and died when he

[1]Overland Monthly, Jan. 1875, 13.

reached New York in November, 1863 at the age of thirty-seven years.[1]

Objections to the Route Selected by Judah.

Naturally not all the cities which had hoped to have the railroad pass through their midst were satisfied with the decision as to the route. Seattle was left in the shade because San Francisco was the lucky city. The inland towns of Nevada were loud in their condemnation of the route. Senator Stewart in a speech at Gold Hill deprecated the policy of the newspapers of Carson and other places in trying to condemn the Donner Lake route. It would have, he said, a tendency to retard the only railroad in prospect of entering the state. For instance, it was claimed that the southern or Butterfield route had advantages which none of the other routes could compete with.[2] Carson, inasmuch as she was a source of supply not only to Virginia but also to all the neighboring towns, thought the railroad should pass through her city. One firm there had freight bills of one thousand dollars a day. The counties of Douglas, Ormsby, and Placer were the most determined that the Placerville Route should be used.[3] Their prediction was that the new railroad would be buried in fifteen feet of snow in the winter and impassible for months at a time. Then the stages to Placerville would have to be used as the only resource left. Besides there was already a line begun from Sacramento to Placerville which lacked only eight miles of completion. If the Central Pacific should prove to be a failure then capital would see the superiority of the Placerville Route and invest in the railroad to secure its extension into Nevada.

[1]Overland Monthly, Jan., 1875, 13.
[2]Humboldt Register, Sept. 16, 1865.
[3]Humboldt Register, Oct. 21, 1865.

There was a plan to finish it to Austin by way of Virginia. The cost was estimated at eight million, seven hundred and twenty-six thousand, five hundred and sixty-eight dollars, and the cost of the Central Pacific to Reno was estimated at thirteen million, six hundred and forty-nine thousand dollars.[1] The survey was made. On December 24, 1864 Wm. Cutter introduced a resolution before Congress that since the Central Pacific Railroad had only built thirty miles of railroad that the railroad from Freeport on the Sacramento to the town of Latrobe, only thirty-eight miles from Carson, be given aid to finish into Nevada and a company was formed to complete the work.[2]

Nevada Constitutional Convention Refuses to Help Road.

Unsuccessful efforts had been made in the Nevada Constitutional Convention of 1864 to offer three million dollars in bonds to any railroad connecting Nevada with navigable water east and west. Then Governor Stanford appeared and asked that no other road be considered but that a donation be given to his road. This also was voted down. But a resolution was sent to Congress urging the passage of a law by Congress fixing the sum of ten million dollars in bonds to the corporation first completing a line of railroad with no break between Sacramento and the eastern slope of the Sierras. The only result was to hurry the Central Pacific road building.[3] The counties of Storey and Washoe favored the Donner Lake route and the first legislature of the State was unanimous in granting the right of way to the Central Pacific Company. Thus Placerville

[1]Angel, Nev., 275.
[2]Angel, Nev., 275.
[3]Angel, Nev., 275.

had to settle down in solitude with only the stage line to break the monotony.

Fort Reading Wants the Railroad.

The surveys by the government led the people of northern California to believe the railroad would go by Fort Reading. They maintained that their route was the shortest one to San Francisco.[1]

Smoke Creek Aspires to Terminal.

Smoke Creek station endeavored to induce the directors to take the Lassen Road as the most central route with Smoke Creek as the terminus.[2]

Susanville Wants Fredonyer Pass Used.

The Susanville Sagebrush when commenting on a survey for a road in competition with the Central Pacific, urged Fredonyer's Pass as the shortest and best route whereas the prospective competitive road really would run from Oroville to Virginia by Beckworth Pass.[3] Fredonyer's Pass was four thousand, one hundred and fifty feet by easy grade and was comparatively exempt from snow and had plenty of timber. A railroad could cross the Sierras at an altitude of three thousand feet lower than Donner Lake.. The mining camps of California would be tapped by such a road and as it was thirty miles nearer to Virginia City it could haul ores from Virginia and bring timber and lumber to Virginia. The builders of the road did not expect state aid but that of capitalists who would see the advantages of competition with the Central Pacific by lower freight rates. It would have the monopoly in winter as the Central Pacific would be unable to run on account of snow. Grading was to commence

[1]Fairfield, 58.
[2]Fairfield, 262.
[3]Gold Hill Daily News, May 4, 1868.

the eighth of June, 1868.[1] But the Central Pacific bought out the franchise and for many years had no competition in California or Nevada. Susanville sank back and had to give up its dreams of becoming a great city when the Central Pacific Railroad completed its track to Big Bend on the Humboldt. The government refused to renew the mail contract and all freight and travel thenceforth went over the railroad.[2]

The Building of the Railroad: Some Difficulties Encountered.

But there were numerous delays in the building of the Central Pacific after the route was finally fixed. There were many reasons for these delays. Difficulty in transportation was a serious obstacle in building and finances were always exhausted. The East was disturbed by war and could not invest. California was comparatively free from this expense and was willing and anxious to aid. The constitution of the State, however, forbade the creation of debt except for war purposes. Then the supreme court decided that the railroad building was a war measure and the State could grant three million dollars subsidy to the railroad as they wished to make a railroad to the State line to connect with another which in time would come from the east.

Beginning of Construction, 1863.

Then on the eighth of June, 1863, the ceremony of breaking the earth took place at Sacramento. It was the beginning of the construction of the Pacific Railroad and this first section was to be the most difficult part of the entire length. Some persons laughed when Governor Stanford shoveled sand from a wagon at the foot of K

[1]Sacramento Daily Union, April 1, 1868.
[2]Fairfield, Hist. of Lassen Co., 386.

Street into a mud hole where grading was to begin on the first link of the transcontinental railroad, and said it would be only a small stretch from Sacramento to Dutch Flat in comparison with the long toll road to Virginia. And their predictions seemed to be realized for up to '67 the road was built only a short distance. Then the actual work of building over the mountains was commenced.

Financing the Undertaking.

For the construction of the road the merchants in San Francisco subscribed one million dollars for stock, the city gave four hundred thousand dollars, Sacramento three hundred thousand, Placer County two hundred and fifty thousand, and the State five million five hundred thousand dollars. The Railroad Company asked the legislature to authorized San Francisco, Sacramento and Placer County to issue bonds. The mountain towns along the route subscribed liberally and helped with labor also. The State supplied the Chinese labor under wage contract.[1] The general government gave for each twenty miles of railroad built eight hundred thousand dollars in bonds, two hundred and fifty-six thousand acres of land worth at least one dollar an acre making in all one million, fifty-six thousand dollars for each twenty miles built or fifty-two thousand, eight hundred dollars a mile in addition to the sum contributed by the State.[2] The bill passed by Congress granted bond subsidies of three classes at the rate of sixteen, thirty-two and forty-eight thousand dollars a mile. These bonds were a lien on the road and fixtures and were eventually payable to the government.[3] An amend-

[1]Coman, II, 360.
[2]Sacramento Daily Union, Feb. 24, 1868.
[3]Overland, May, 1864.

ment allowed the company to issue mortgage bonds of the same amount, these having priority over government bonds. The land grants were alternate sections of public lands twenty miles wide. The Federal government was obliged to aid again by allowing second mortgage bonds to the company, sixty-five million dollars more to be guaranteed by the government. It was necessary to give such inducement for construction of a railroad. It was a national necessity over the wild unpeopled region which did not produce enough to pay cost of construction. The cost of hauling water was a large item alone.

Extension of C. P. Franchise to Meet the U. P.; Comparative Difficulties of the Two Roads.

In 1862 Congress extended the right to build eastward to join the Union Pacific which was coming from the east and also built by government subsidies and grants of alternate sections of land. The Union Pacific did not start to build, however, until after the war when men were ready to invest. Their part of the road was much easier to construct than was the Central Pacific road and much cheaper also. Besides they could obtain all their iron by railroad while the Central Pacific had to order all material from the Atlantic side to be shipped nineteen thousand miles around Cape Horn exposed to the dangers of rebel cruisers and after its receipt was required to transport it one hundred twenty-four miles into the interior.[1] The old miners predicted all sorts of troubles but the work went on. An old English miner said, "Give a company of Americans a right of way, a subsidy and blast me if they won't run a tunnel through the earth and build a railroad to China yer know."

[1]Overland, May, 1869, 474.

Rapid Building in 1867.

Travelers today have no conception of the magnitude of the work over which they ride. Earth was the exception; here was a culvert and there a bridge. The powder bill for July, 1867 was fifty-four thousand dollars for blasting alone. The times of firing were limited to thrice a day along the cliff. Men were let down by ropes along the cliffs to set the powder.[1]

In the spring of 1867 work on both parts of the line increased and by December the summit had been crossed and the lower Truckee reached. Then the winter storms set in but work was stopped for only a week on account of snow. By January 1, 1868, the Central Pacific had worked across the Sierras leaving still one thousand and fifty miles between the two roads. The first locomotive ran from California into Nevada on December 13, 1867 but there was still a gap in the mountains to be completed later.[2] The first train came only as far as Crystal Peak near the present town of Verdi. For little towns had sprung up along the route and those already in existence bristled with new life. Soon on the banks of the Truckee twenty-five sawmills were operating and from seven hundred to one thousand cars were on the track with materials. The docks at San Francisco were crowded also with supplies for the new road. On May 4, 1868 the track and telegraph were completed to Reno.[3] And on the 19th of June the last rail was laid between Sacramento and Reno.[4] When Wadsworth was reached it was made the base of supplies and henceforth the construction men called going to the Humboldt

[1]Overland, Sept., 1869, 245.
[2]Overland, Sept., 1869, 245; the locomotive was transported over the gap by teams.
[3]A telegram was sent to Nev. and Cal. towns that the track had been completed to Reno at noon, making 46 miles east of the Sierras in operation.
[4]Angel, Nev. 275.

"going to the front." [1] Whatever was not on the track was on wagon or mule back or afoot. Even towns were toted along and were discarded as old or worn out in a quarter of a year.[2]

The work progressed rapidly across Nevada. The Central Pacific wished to reach Salt Lake before the Union Pacific did. Every available man was working for the railroad. The fifteen mile canyon at Palisade was graded in six weeks. For the last day's work sixteen miles were completed in the one day. For the laying of the last rail at Promontory Point two lengths of rail were brought up. The Union Pacific rails were laid by European laborers. The Central Pacific rails were laid by Mongolian laborers. The foremen in both cases were Americans. Then a gold spike was driven to complete the laying of the track for the Pacific Railway.

Results for the West.

And so on the 13th of May, 1869 the West was linked to the East, marking the disappearance of the frontier and signifying "no more buffalo for the Indian". The effects were immediately seen. The West now indeed formed part of the nation. Social conditions were adjusted. The people here felt more at home. Plans were made for great business enterprises.

Reno, the Point Nearest the Mines.

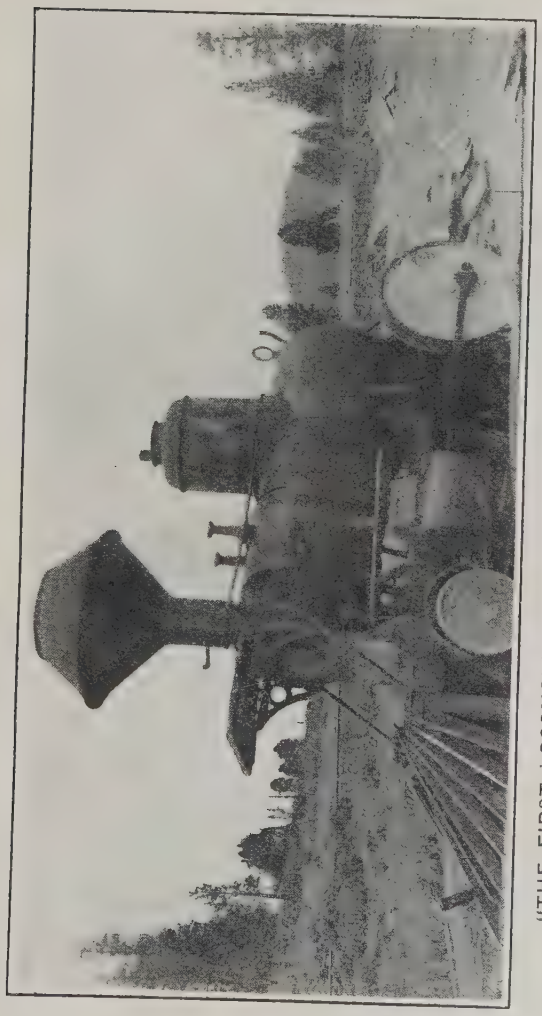
As soon as each new terminus was reached in the building of the railroad, stages at once con-

[1]Carson Daily Appeal, Aug. 28, 1868.

[2]Ibid. The same writer, a correspondent of the S. F. Times, described the scenery along the route of the C. P. in course of construction. Donner Lake, hemmed in by great walls, had never heard the swing of so many loggers' axes before. As the course progressed the traveler could look down gullies filled with snow where the sun had never shone. Then down the Truckee, pure and limpid, to its meadows, was a beautiful trip, while watching the logs drift down the stream. He was not impressed with the scenery or Reno. The sagebrush and the dreary hills were the only scenery and Wadsworth, he said, was the ugliest place on the line.

nected it with Virginia and all points in Nevada. When the track reached Cisco two trains were run daily from Sacramento. California wished to have not only Nevada trade but Utah trade as well and even that of Idaho and Montana. The argument was that freight would be cheaper, hence for all these places tea, sugar, and other Indian products would be cheaper as they came direct from the Orient. From California wool, grain and fruit would be cheaper and better than from the East. Paper mills would be erected on the Truckee and the paper could be sold even in Montana.[1] The people of Nevada were just as enthusiastic over the prospective benefits of the railroad. Humboldt County, for instance, was a rich mining region. The many kinds of minerals to be found there would make fortunes for their owners through easy communication with San Francisco. Its farming interests and stock would be known to the world. Since the Comstock mines were the goal of travel to Nevada it was clear that a junction must be made at a place nearest the mines. Lake's Crossing was only seventeen miles from them, located just north of the mountain group in which the riches lay buried. The land around the Crossing was an ideal location for a city altho' to the east was a swamp which would require much expense to fill. Thus far there had been north of the river only one ranch house with waving fields around it which seemed to extend even to the foothills.. Mrs. Thompson, step-daughter of Mr. Lake, remembers the cabin of Horace Countryman where he lived with his family and brother for a time. She remembers playing with their children and that they had a parrot. The house is still standing but has been remodeled. It is on the back

[1]Sacramento Daily Union, Mar. 21, 1868.



"THE FIRST LOCOMOTIVE RAN FROM CALIFORNIA INTO NEVADA ON DECEMBER 13, 1867."

of the lot but was formerly on the front of the lot at Sierra Street.[1] There were no other inhabitants north of the river when rumors of the railroad first were heard. But as the news spread, shacks were put up in a hurry and many tents, also. Mrs. Stith who came in 1863 and lived on the Wellman ranch says: "There was great excitement in town. It was like a mining camp. We just abandoned the ranch and put up a little cabin in town near the present railroad track. Then my husband built houses for people." [2]

Mr. Lake's Offer to the R. R. Co. and the Agreement of March, 1868.

Mr. M. C. Lake had one hundred and thirty-seven acres across the river from the Lake House. He had taken it up before the county had surveyed it. Later the county surveyor found that instead of the two hundred three and one half acres which Mr. Lake claimed, his patent allowed him only one hundred and sixty acres including the river.[3] A railroad would increase the value of those acres across the river. A great city was heralded to connect with the mines. He would deed eighty acres of his land on the north side of the river in consideration that a station be established upon it.[4] If the offer were accepted he was to receive every alternate lot as the town lots were laid out. The offer was accepted and in March, 1868, the sale of the south half of the north-east quarter of Section Eleven, Township

[1]The Countryman brothers came to build the English Mill and pre-empted land lying north of the track now in the Evan's Addition. The English Mill was built in 1865, the spot being called Auburn. The old residents remember this little settlement where a quartz mill was operated for a time. Fuel and water were convenient and quartz was brought from several directions.

[2]Statement of the late Mrs. Stith, Reno, Nev.

[3]Statement of D. B. Boyd, deceased Ex. Co. Treas., Reno, Nev. He had it recorded Dec. 9, 1862 and patented Aug 10, 1865.

[4]Statement of B. F. Leete, Reno, Nev.

THE REMODELED COUNTRYMAN HOUSE.

THE DEPOT HOTEL.

Nineteen North, Range Nineteen East, Meridian M. was recorded. Chas. Crocker signed for the railroad officials as though he were buying the land for himself.[1]

The Town Surveyed and Platted.

The Central Pacific Co. then surveyed and platted the tract. The original map of Reno was filed by D. H. Haskell, agent for the railroad on August 1, 1868. The map is of vellum and very old and worn. Mr. Boyd covered the back with canvas except where the acknowledgement is written and pasted thin paper over this so that the writing may be read in a strong light. The depot, or passenger house, as it is written on the map, is located as now. The blocks are lettered from "A" to "Y". The Plaza with the rest of the city in an inheritance from the old California customs. Spanish towns were built in this way. On this map the city included and was bounded between West Street on the west, Truckee River on the south, East Street on the east, and irregularly on the north partly by Fifth and partly by Fourth.[2]

Auction of Lots, 1868.

A public auction of lots in the new city of Reno was advertised in the state papers for May 9, 1868 by the railroad agent, C. P. Haskell. The nearby towns were almost depopulated. People slept in the sagebrush and great amounts were offered for even a single blanket. Food was scarce and the only thing plentiful was whiskey. Two hundred lots were sold the first day. Conditions of sale were ten per cent down and the balance in ten days. Along the railroad and Virginia Street, lots were sold first. The lot

[1]Statement of D. B. Boyd, Reno, Nev.
[2]Statement of D. B. Boyd, Reno, Nev. The map is now in the Nev. Hist. Soc. Coll., 844 N. Center St., Reno, Nev.

where the Elite Saloon[1] now stands on the east corner of Commercial Row and Virginia Street was the first lot sold, bringing six hundred dollars. Many old settlers still living bought their lots that day. Mr. Leete said his lot which he bought at the auction was the only lot purchased so far out, the town lying principally between the track and the river. Where the Grand Central Hotel is now there was a hay barn. When Judge Webster built his house on the west corner of Fourth and Center Streets it was out in the country. Manning and Duck put up a store of rough boards and batons on Commercial Row. They were not so optimistic as some and said that they would not run a delivery wagon; anyone who would do so was a fool. But one month after the auction sale they were compelled by their increased trade to put on a wagon. The Carson Daily Appeal three days after the sale reads as follows: "Reno has just sprung up full feathered and lively. Carson must make the best of its natural advantages and not let the new city on the Truckee run away with the capital one of these days."

Naming the Town: "End of Track" becomes "Reno."

Because for a while the railroad extended only to Lake's Crossing, railroad men called the station "The End of Track."[2] There were some who wished to name it Argenta.[3] The Gold Hill Daily News called it that and was loath to change the name. "But Reno is more easily written and the Railroad officials had sense enough to omit city, a term which was usually a burlesque," was the final comment of that paper. Mr. Crocker filed his map with the name Reno on it. Rumor

[1]Now a cigar store and soft drink parlor in 1924.
[2]Statement of R. L. Fulton, Reno, Nev.
[3]Gold Hill Daily News, 1868.

has it that Reno was the lucky name drawn when the railroad officials shook the box containing names for cities. However that may be, Reno is named in honor of General Jesse Reno,[1] a Virginia loyalist who fell in the battle of South Mountain.

Continued Growth of Reno.

The town continued to grow. In two weeks one hundred houses were built and in two years the population had increased to one thousand people. The first child born in Reno was to be given a prize of fifty acres. Many Carson people moved to the new town and to one of the families from there, J. A. Carnahan, a nine-pound daughter was born. But rumor has it that she never received the prize.[2] The first large locomotive was brought over on ox sleds from Chico to Truckee during the winter of '68 and from there transported into Reno on flat cars. When the track was finally completed without a break a crowd gathered to see the first train from Sacramento arrive in Reno, June 18, 1868. Every day there was excitement when the train came in. Three fast passenger and freight stage lines bound for Carson and Virginia connected with the railroad.[3] The two rival express companies to Virginia staged a race between their fast pony lines every day also. They were the Wells Fargo Co. and the Pacific Union. Between four and five o'clock an immense crowd would gather. The distance was twenty-two miles and when the cars came both riders were ready. Fifteen changes of horses were made on the way. Wells Fargo seemed to hold the record making the distance in one hour

[1]Pronounced Rano.
[2]Carson Daily Appeal.
[3]Carson Daily Appeal, June 28, 1868.

and one minute beating the other rider by six minutes only on July 3, 1868.[1]

A correspondent to the San Francisco Times wrote describing Reno as he saw it in August, 1868. Reno is a mushroom town which sprang up in a single night but is, in the language of its inhabitants, "quite a place." It lacks age and stability but has great vitality. Mixed stages of civilization from the Paiute squaws with their juvenile encumbrances packed neatly in small packages on their broad backs to the gambler and rough element and the most refined mingle on the street. There is no such thing as rest in Reno. People rush into Reno. The tavern keepers are bent on business, provide no rest and Reno cares nothing. All day the hammer and saw and all night the fiddles scrape and the glasses clink. No one cares. Busy Reno is on the map, on the railroad and has a big thing. She is bent on making her pile with what speed she can command."[2]

Dreams of the Future.

When the new city was built, great were the dreams of its builders. The railroad advertisement in the newspapers fired the interest in buying lots in the new city. In the Gold Hill Daily News of May 4, 1868, we read, "It will be headquarters for transportation of goods of all kinds from east to west to supply the mines and mills. It will also be the point where large freight engines will be repaired. The railroad will spend a million dollars annually there. It will be the supply point for immense mills for manufacturing on the Truckee run by water power. Timber is adjacent for sawmills on the Truckee. It is the natural market for all the region around

[1]Statement of S. M. Jameson, Reno, Nev., also Carson Daily Appeal, July 5, 1868.
[2]Carson Daily Appeal, Aug. 27, 1868.

Truckee Meadows, Peavine, and Long Valley, and the productive country contiguous."

CHAPTER VI

RENO'S VARIED CHARACTER AS RESULTING FROM HER TOPOGRAPHY.

The dreams of the early builders have not been realized to the extent of their expectations. Yet in its origin and early development Reno's destiny was forshadowed. Although it has unusual natural conditions to grapple with, it has developed a character which is as varied as that of many cities far larger and better located.

A Railroad Center.

Reno was called into being as a junction. The first state legislature, in 1864, granted three railroad franchises to connect in Nevada with the proposed Central Pacific. The idea involved in one was important to the future city of Reno. Henry Chives and associates proposed to build a railroad from Virginia by way of Carson to the California line.[1] No railroad was constructed on this franchise although there was great need of one, the roads being bad to Carson and stage travel very unpleasant. Four dollars and a half was the fare from Lake's Crossing to Carson and the passengers were crowded and often received bruises from the jolting of the stage.[2] In 1862 and 1865 companies had been formed but with no practical result. On May 8, 1867 organization papers were filed for a corporation including Wm. Sharon, which proposed building a railroad from Gold Hill to a point six miles east of Stone and Gates crossing. The line was surveyed but the valleys of Eagle and Washoe, which would be un-

[1]Angel, Nev., 273.
[2]Mathews, Ten Years in Nev. or Life on the Pacific Coast, 35.

FIRST MAP OF RENO.
"of vellum and very old and worn."

EARLY VIEW OF RENO.

approached, protested. Then the company asked Washoe and Ormsby counties to buy stock to help build the road through these valleys.[1] The county commissioners consented to do this and articles of agreement were signed by Wm. Sharon and Thos. Sunderland for the railroad. The commissioners could not, of course, bind the counties but the people in February, 1868, unanimously signed a petition asking the legislature to pass an Enabling Act to give authority for investment. On the fifth of May, incorporation papers were filed with the Secretary of State. The terminals were to be Virginia and some point on the Truckee. The road was to pass within a quarter of a mile of Washoe, Carson and Empire City. The survey was made by I. E. James and completed June 20, 1868. Ground was broken for the laying of track February 18, 1869 and the first locomotive was brought to Carson on the sixth of August. The road was completed between Carson and Virginia November 12, 1869. The road from Reno was completed to Steamboat Springs November 7, 1871 and after long waiting the last spike was driven August 24, 1872, making the railroad continuous between Virginia and the Truckee River. The car and machine shops were placed in Carson. The telegraph line followed the railroad. In 1874 steel rails were laid between Carson and Virginia because of the heavy traffic.[2] Thirty-six trains a day were needed for carrying passengers and freight. For besides the freight and travel from Reno, there were many mills on the Carson River. Saw mills sent lumber to Virginia and the cars came back loaded with ore for the stamp mills.

[1]Angel, Nev., 279.
[2]Angel, Nev., 280.

Effect of the V. & T. on Reno.

The many stages and the teamsters bound for Virginia and Carson were seen no more when the V. & T. R. R. was completed and many thought that this would be a death blow to Reno. But the old timers held onto their lots and in time the increased traffic on the railroad made up for the loss of the stage. Besides Reno handled mail for stages as far north as Warner's Lake in Oregon. On the Susanville road where Sierra Street is now there was much travel. The prairie schooners with their canvas coverings looked like vessels as they went out loaded with merchandise and mail drawn by mules.

Building of the N. C. O.

The Nevada, California and Oregon R. R. was first known as the Western Nevada R. R. A company was formed to develop extensive salt mines east of Belleville, Esmeralda Co. by connecting a railroad via. Wadsworth north to the Oregon line at Goose Lake. After a short time, June 1, 1880, the idea was abandoned and in its stead the Nevada, California and Oregon R. R. Co. was incorporated by A. J. Hatch, G. L. Wood, John A. Paxton, James McMeshan, C. A. Bragg, John Sunderland and C. P. Soule as directors. The object was to construct a railroad three hundred miles long in division sections. From Reno to Beckwith Pass,[1] was to be designated as the Reno Division. A contract was let August 26, 1880, for construction. The company agreed to issue eight hundred and seventy fifty-year bonds, to mortgage the railroad to the extent of ten thousand dollars per mile. When seventeen miles of track had been laid from Reno the contractor went bankrupt and left the state. Mr. Hatch, the president, completed and operated it as best

[1]New form of "Beckworth."

he could for thirty-one miles. April 17, 1884, the railroad was sold to Moran Bros. of New York.[1] It now extends to Lakeview, Oregon. The shops are located in Reno and a depot was built on Fourth Street in 1907.

The Western Pacific and Reno.

After nearly fifty years with no water competition and no other railroad to dispute its monopoly of overland trade, the Southern Pacific now has a rival in the Western Pacific for the carrying of freight and passengers to and from the coast. The limited amount of travel and freight and the cost of operating a railroad in a mountainous country has been the cause of the high rate charged on freight and passenger service. Nevada, however, in common with California has thought the rates unjust. Now the longed-for competition has been brought about.

Route of Western Pacific not Through Reno.

In 1905 there occurred in New York the sale of mortgage bonds to the value of fifty million dollars for the construction of a second transcontinental railroad across Nevada to be called the Western Pacific. Construction was begun but bad luck seemed to follow the new railroad as the San Francisco earthquake occurred the next year and the panic of 1907 followed that disaster. On August 20, 1910 the first train from Salt Lake crossed Nevada for San Francisco.[2] This Western Pacific follows the route to Nevada which the proposed earlier Central Pacific might have followed by way of Sacramento, Marysville, and Oroville over the mountains by way of Beck-

[1]Davis, Nev., I, 595.
[2]Davis, Nev., I. 595.

VIRGINIA AND TRUCKEE TRAIN.
"The cars came back loaded with ore for the stamp mills."

wourth Pass and Feather River Canyon.[1] Beckwourth Pass which was urged as the best route when Donner Lake Pass was chosen for the route of the Central Pacific, is five thousand feet in altitude and is said to be much freer from snowdrifts. Then the route follows the famous Feather River Canyon between the Pass and Oroville and then through a tunnel six thousand feet long. The Canyon has been widened in places and a bed made from solid rock. At no point though does the track drop more than fifty two feet. Then going eastward it crosses a desert sixty miles long of sand and salt ninety-seven per cent pure. For many miles the two railroads are parallel. The construction of the Western Pacific was a wonderful engineering feat. The railroad is noted for its scenic route, remarkably low grade and permanent construction as well as freedom from snow drifts.[2]

Purchasing of N. C. O. and Tapping of Reno.

When the Western Pacific decided to cross Nevada it was a disappointment to Reno that its closest approach to Reno was fifty or sixty miles north of the city. At first it was practically of little service to Reno because the only connection to be made with it was by the N. C. O. R. R. narrow guage to a little station sixty-five miles north of the city, the junction of the N. C. O. and W. P. But the Western Pacific for some time had desired to gain entry into Reno over a branch so as to compete with the Southern Pacific. On March 16th, 1917, the Western Pacific purchased one hundred and five miles of the N. C. O. R. R.[3] This includes the line from Portola, California, to Reno, a distance of sixty-five miles, and forty miles of road through Chilcoot between Blairsden

[1]Sacramento Daily Union, April 1, 1868.
[2]Davis, Nev., 1, 596.
[3]Nevada State Journal, March 17, 1917.

and Plumas Junction. More land has been purchased in the vicinity of the N. C. O depot in Reno for the purpose of erecting in the future a large freight house, freight terminals and switching tracks. The grade has been reduced and the track made standard guage.[1] Easy connection can be made with the Western Pacific at Reno Junction for Reno, where many come to trade in the retail stores. Already an extended trade is carried on by parcel post, and freight is sent out from the wholesale stores of Reno. The railroad serves a territory very rich in agricultural possibilities where much wheat is raised and great ranges feed many thousands of cattle and sheep.

Effect on Reno.

Railroad rates are determined now by the Interstate Commerce Commission so that there is not much reduction of rates through competition but by special acts of courtesy to its patrons the Western Pacific may gain more patronage, thereby compelling the competing road to vie with it to gain trade. There is a choice of routes to the coast. Thus Reno will, in a limited way, reap a benefit from the service of two transcontinental railroads.

The Back Haul Charge.

In common with Spokane and other intermountain cities Reno has always been hampered by the back haul charges which were made on freight consigned to intermountain territory. All trunk line carriers charged lower rates to Pacific Coast terminals than those applying to intermediate

[1]Nevada State Journal, March 17, 1917. The N. C. O. having been cut off from Reno will in the future have its car shops at Hackstaff as supplies can be brought over the W. P. from Cal. and labor will be easily obtained from there. With the money from the sale of the three-cornered section, the N. C. O. can be much improved to serve the territory north of Reno and in a more satisfactory manner.

points in the intermountain territory.[1] The carriers claimed that they should be allowed to meet water competitive rates at Pacific Coast terminals and that in view of the fact that interior points do not have the advantage of water competition, they should be required to pay the higher charges. Nevada and other intermountain states claimed that if the carriers can trasport the goods from eastern points to Pacific Coast terminals at rates compelled by water competition and at the same time make a profit for handling the same there must be a much greater profit for delivering the freight at interior points such as Reno, thereby, saving a haul of some two hundred and forty-

[1]Mr. E. H. Walker, Traffic Manager of the Reno Chamber of Commerce, 1924, Note.

The so-called back haul was removed on March 15, 1918 by the Interstate Commerce Commission for the reason that the coast to coast canal traffic was practically discontinued during the war period. Since the return of steamers to this coast canal traffic the rail carriers have again petitioned the Interstate Commerce Commission for authority to meet the water rates and maintain higher charges at interior points. In 1922 a petition filed by the carriers was denied by the Interstate Commerce Commission. In 1923 another petition was filed which was heard by Examiner Pattison of the Interstate Commerce Commission and who has recommended to the Commission that this petition be denied. However, the question is still unsettled for the reason that the Commission must finally pass upon the question at issue and there is nothing to prevent carriers from filing additional petitions in the future if they so desire, even though the pending application may be finally denied.

Since this question so vitally affects the intermountain country the Intermediate Rate Association was formed, composed of state railroad commissioners, Chambers of Commerce, manufacturers, and distributors of this territory. The object of this association is to bring about a final settlement of this important question through the passage of a bill by Congress which will prevent the carriers (for the purpose of meeting water competition) from charging more for a short haul than for a long haul, the shorter haul being included within the longer. The Senate bill known as the Gooding Long and Short Haul Clause Bill, was passed by the Senate by a decisive vote and is to come before the House of Representatives in December of this year (1924). The effect of the decision of the Interstate Commerce Commission providing terminal rates at interior points has resulted in materially increased investments in various classes of business in the intermountain territory. However, as long as the present law is in effect there is much capital which will not be invested in the interior for the reason that there is no assurance that the rate situation will not be changed in favor of the Pacific Coast cities at almost any time. No community can materially develop unless it is accorded non-discriminatory freight rates together with a stability in the rate structure between itself and its competitors.

three miles. If, on the other hand, the rate from eastern points to San Francisco compels the carriers to handle freight at a loss there is no justification for penalizing Nevada and other intermountain states by assessing a higher charge in order to offset the loss incurred for the benefit of San Francisco and other Pacific Coast terminals.

Reno as a Governmental City: the Fight for the County Seat.

Some cities owe their development to having been selected as the capital of the state and having a considerable part of their population serving the state in some official way. Often factories spring up in such places giving them the same character as other cities in their later development. Reno's origin was clearly as a junction city but because of being the county seat of Washoe county it has had increased and permanent intercourse with the surrounding country. Reno did not take the capital by force as the Carson editor prophesied but very soon did cast longing eyes at the county seat then located in Washoe City.[1] For when gold was discovered on Mr. Davidson, Washoe Valley had leaped into prominence. It had fuel and timber for building and also water and rich land for farming. From it the Comstock could be supplied. Many mills were established there to crush the ore hauled down by team from the Comstock. Washoe soon became a large town and was made the county seat in 1866. But like many other towns it soon found that a dependence upon mines is unstable. In about a half dozen years there was a decrease in its population and industry. Most of the mills had been taken to the Carson River and others were erected in Gold Hill. Wood could be sawed

[1]Angel, Nev.

at one of the sawmills on the Carson and floated down the river. In 1869 the V. & T. was completed between Carson and Virginia. Freight could now be hauled much easier and cheaper by railroad. Many people moved to Reno when the Central Pacific came through that place. When the V. & T. was completed then Washoe's trade was gone. Reno wanted the county seat. On August 5, 1868 a petition was sent to the county commissioners signed by seven hundred and fifty residents of Reno for the removal to Reno.[1] This petition was denied but another was sent on February 1, 1870. Washoe made a protest. Wm. Webster and Wm. Boardman appeared for Washoe and Thos. E. Haydon for Reno. The petition was withdrawn but another was soon submitted. A special election was called on June 14, 1870. Reno won by five hundred and forty-four to three hundred and sixty-two votes. Washoe then applied to the courts. The decision was rendered that the county commissioners had not followed the statute and their proceedings were annulled. However, a bill was sent to the legislature and passed declaring Reno to be the county seat on and after April 3, 1871. Washoe soon looked as though the Goths and Vandals had passed through it. The buildings were deserted or torn down. The old Washoe Court House which was built at a cost of twenty-five thousand dollars[2] was sold for two hundred and fifty dollars.

Erection of a Court House.

As there was no one building in Reno suitable for county purposes, court was held in Peter's Theatre and the county officers were housed in various other buildings until the court house was erected.[3] There was much trouble and an-

[1]Angel, Nev., 626.
[2]Carson Daily Appeal, April 18, 1873.
[3]Thompson and West, Nev., 627.

THE LAKE MANSION.

THE OLD COURT HOUSE.
"it was considered a fine building at that date."

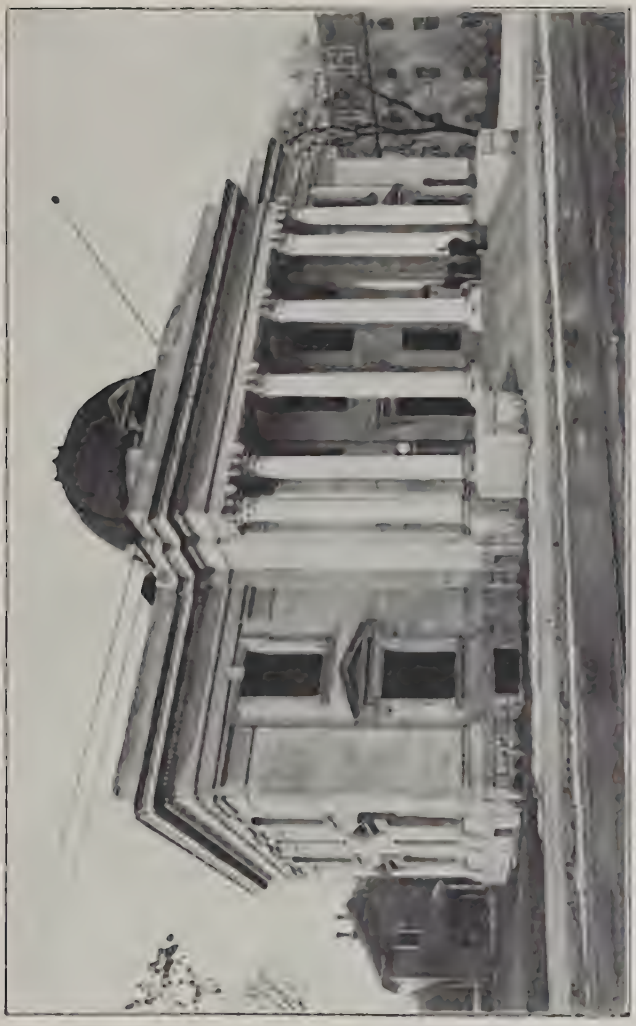
noyance in selecting a site for the court house. Mr. Lake made a liberal offer of one acre of ground on the south side, fifteen thousand dollars in money, the setting out of shade trees and the laying out of a public square in front of the building. A good supply of water was another inducement. This offer was accepted by the county commissioners. A suit was then commenced on the ground that this building would not be within the city limits but it was afterwards dropped. Reno was not incorporated and had no definite boundaries. The ground donated was a portion of the Lake Addition which Mr. Lake filed on July 3, 1871. Mr. Lake gave the public square for that purpose only and if ever sold or used otherwise it is to be taken back into the Lake Estate.[1] The corner stone of the court house was laid January 22, 1872.[2] The building was completed on January 24, 1873. It was considered a fine building at that date but proved to be very inadequate with the growth of population in the county and consequent increase of office work. It was torn down and a new, beautiful and commodious court house erected in 1905 on the same site at a cost of two hundred and fifty thousand dollars.

County Hospital.

Naturally the county hospital is also located at Reno. The building and grounds are large and modern, and the inmates are seemingly well cared for.

[1]Thompson and West, Nev., 626.

[2]Statement of Robt. Lewers, Reno, Nev. The following articles were deposited in the corner stone, viz. copies of Nev. State Journal, The Reno Crescent, The Eureka Sentinel, The San Fran. Chron., The Sac. Union, pieces of U. S. currency, silver coins, copies of the contract, speech of Hon W. C. Kendall on Artesian Wells and a number of other articles and documents. The box and some of the contents are now the property of the Nev. State Hist. Soc.



"A new, beautiful and commodious courthouse was erected in 1905 at a cost of two hundred and fifty thousand dollars."

State Hospital for Mental Diseases.

Important also at least from the business standpoint is the State Hospital for Mental Diseases. Many employees make their homes in Reno and supplies are purchased here.

Reno, an Incorporated City.

From the standpoint of government, Reno may also be considered as a city having local self government with all the advantages accruing from that status. This also has been achieved by no easy stages. In its early days, Reno was infested with bad characters. Life was unsettled and many undesirable characters drifted in and were taken care of by the "601," a vigilance society which cleared the town in 1874.[1] "Tickets to leave" were passed around and free passes out of the city were given to bad characters on several occasions. Also an object lesson was once given by administering a coat of tar and feathers to a particularly bad character.[2] In the early part of 1871 there was talk of incorporation ,but great opposition arose because of expense.[3] In 1877 by a small majority incorporation was voted but no further action was taken.[4] In March, 1879, an incorporation law was passed for towns in general which satisfied the needs of Reno residents.[5] The law required that a petition signed by a majority of tax payers, representing a majority of taxable property, be sent to the county commissioners. Reno had come to feel the need for better government because of its size, because its limits could not be defined,[6] and because the fire

[1]Nevada State Journal, 1874. The "601" was secret, no one but members knowing its membership.
[2]Statement of L. M. Jameson, Reno, Nev.
[3]Thompson and West, Nev., 640.
[4]The Board of Trade agitated for incorporation.
[5]Nev. State Journal, March, 1879.
[6]It had grown away from the original site.

of 1879 had nearly destroyed the town,[1] thus making the citizens realize the need of a well organized fire department.[2] April 19, 1879, Reno became an incorporated town under the legislative act, to be governed by the county commissioners who were given power to abate nuisances, levy taxes, and pass ordinances to regulate the fire and police departments. Thus after nearly ten years of agitation, Reno acquired local self-government. But not until 1903 were city officials elected by the people as provided by the charter of 1903. The city hall was completed April 30, 1907 at a cost of fifty thousand dollars. Much still remains to be done in the way of more expert management and other municipal reforms.[3]

[1]Due to lack of incorporation, Reno suffered from fire losses in its early days. The old settlers tell weird stories of the two fires which nearly destroyed the little city. Owing to its rapid growth most of the houses were frame. Their light structure made them easy subjects for fire. On Oct. 29, 1873 nearly one hundred buildings including those in the business section were destroyed. In Feb. 1877 the Depot Hotel was burned. But the greatest fire occurred on March 2, 1879, when over half a million dollars worth of property was distroyed. The fire started in a pile of brush back of the Railroad House. One of the Washoe zephyrs blowing that day, caused the fire to spread until nearly the whole city was burned. The old Masonic Temple was not burned as the fire started back of it and traveled east. The Sunderland building has the distinction of being the only building in the business district which was not destroyed The Legislature was then in session and passed a bill for ten thousand dollars for the relief of the city. Sacramento and towns of Nevada sent gifts of provisions, clothing and bedding. But the fire seemed to only give the city another impetus for growth for more and better buildings took the place of those that had burned.

[2]A volunteer company was organized in 1868. In three years seven more cisterns had been constructed about the city with a bucket equipment and a fire alarm bell which had been presented by F. F. Osbiston. A better volunteer company was organized after the fire of 1873. The last fire of 1879 drove people to know their need of a well organized paid fire department. The later history shows no such disastrous fires as there has been a competent fire department. In order that the efficiency may be increased the horses are now being replaced by automobiles.

[3]Many communities are experimenting and have found that a commission form of government or a council and city manager is a more efficient form of city government. Reno will be as progressive as other western cities where more effort has been directed in the study of city problems. It has been found that taxes were reduced, infant mortality reduced forty per cent, municipal undertakings better directed, parks and playgrounds increased and in every way the city made a better place to live in by an expert city plan of government.

Reno a Product of the Mines; the Comstock.

Because it was accessible to the mines of the Comstock, Reno was chosen as the point for connection with a Virginia City Railroad. Thus the Comstock, it is seen, has been another important factor in Reno's Growth. The Virginia mines have been worked continuously for fifty-six years and are still yielding great values. For a period of time after the boom of the '70s there was lack of capital, lack of knowledge as to the working of low grade ores, and poor railroad services. The mines were consequently closed down or remained stagnant. Reno at that time was a little city of about five thousand population. As is common with cities dependent upon mines, its progress was uneven and its condition unstable. Even the ranching carried on in the surrounding country had been mainly to serve the mines and hence agriculture also declined.

Tonopah, Goldfield, etc.

But on May 19, 1900, James Butler found ore where Tonopah now is[1] and thus ushered in Nevada's second great mining era. The first ore claims were located in August 1900 and in June, 1901, Mr. Butler sold eight of his original claims to the Tonopah Mining Co. for three hundred and thirty-six thousand dollars.[2] Then came Goldfield, Bullfrog, Rhyolite, Manhattan, Fairview, Wonder, and Searchlight besides others. Great deposits of copper were next uncovered in Ely and Yerington which had long been known to the prospector but never actively worked. Nevada suddenly awoke to behold her great wealth, and her pioneers as well as many from other states started in pursuit of her riches.

[1]Wright, The West the Best, 29.

[2]Silver is predominant in the Tonopah district, and in the next district, discovered late in 1902 which became Goldfield, gold is more plentiful.

Effect of Southern Boom on Reno.

Reno quickly felt the new movement. Miners found here the best central point in the State between San Francisco and the Bonanza camps of the south. The prospector came here and the capitalist to investigate the value of his mines. Headquarters were opened for mining information. The large operator made a home here. The population increased to probably fifteen thousand and Reno quickly became a lively city. The southern cities had many supplies sent from Reno and all freight and travel to and from California stopped at Reno, the junction point. True, the building of the Goldfield branch of the Southern Pacific R. R. detracted from Reno because the junction with the main line was made at Hazen instead of Reno. But the increased facility in shipping goods was soon felt, and a trade was built up which Reno still holds.

Mining Prospects for Reno: Peavine.

Mining in Nevada suffered a setback in 1907 due to the panic and also to wildcatting. Mining investments and development were crippled seriously. But the mineral is in the earth and with sounder business methods, modern machinery and cheaper transportation mining is now becoming more stable. The scarcity of silver due to the war brought Nevada to the front again as a silver producing state. Although Reno has always in a mining way been regarded chiefly as the trade center of the vast mining territory to the south, yet prospectors now and always have believed that there were riches at her very doors in the barren mountains north of the city. The efforts to find the hidden treasure in Peavine Mountain have been continuous, prospectors have worked over all the hills and at least twelve companies have been organized at the same time to find and

work the ores.[1] Due to the location near Reno, supplies and labor can be obtained and even low grade ore has been profitably handled.

Unstable Character of Mining.

While Nevada has rich mines and many more undiscovered, yet mining is here, as elsewhere, exploitation. When the ore is carried away it is not replaced. At the best it is a speculative occupation. Cities which place all their dependence on mines cannot become permanent because when the mineral gives out the city is deserted as Nevada history well shows.

Reno, an Agricultural Center: Early Development

Reno's growth is not built wholly upon railroads and mines but also upon the more permanent but not so glittering riches in the valleys contiguous. When the chief agricultural products were hay and the market produce for the mines, the ranches around Reno prospered. The produce brought high prices owing to the scarcity and great cost of transortation. When the mines declined, farming became stagnant. The Carson and Truckee Valleys continued to produce steady crops of alfalfa but with little profit to the farmer. The land north of Reno for one hundred and fifty miles was of little agricultural value because of poor railroad service and the distance from a market.[2]

Truckee-Carson Irrigation Project.

After many years of agitation, the government reclamation service had its attention drawn to Nevada's needs and possibilities. The great Truckee-Carson irrigation project was planned to

[1]Statement of Mr. G. W. Mapes, Reno, Nev.
[2]Statement of Mr. Geo. A. Raymer, Sec. Comm. Club, Reno, Nevada.

"THE TRUCKEE MEADOWS, ALWAYS GREEN IN THE MEMORY OF THE OVERLAND TRAVELER."

reclaim the desert. The government has spent nine million dollars on the irrigation system by taking water from the Truckee and Carson Rivers into great canals and ditches. There are now, 1917, upwards of five hundred farmers on the project and over thirty four thousand acres under cultivation.[1] Many more farms will be made on this land as time goes on for nearly ten thousand acres more land than is under cultivation could be farmed.[2] This one section alone is of great advantage to Reno as the land is very productive. A ready sale for products is found in the local markets and on the Pacific Coast. When ranches in Nevada were so large and hay was the chief crop not many people were needed for labor on the ranches. A few cowboys could roam over the ranges caring for the livestock, and the sheepherder with his band of sheep might be miles from another human being. The hay could be taken care of by a wandering class of men without permanent homes. Neither was the nearby town much benefited by the kind of farming that Nevada, owing to its character, has hitherto been forced to have. But the ranches on the irrigation project are not large compared with other Nevada farms and more diversified farming is carried on. Gardening is profitable and Fallon, the chief town in the district, is famous for celery and turkeys of which latter not nearly enough are raised to supply the market. Reno will benefit by this improved type of agriculture; moreover, it is not far from other agricultural communities.

Northern Agricultural Districts; Carson Valley; Truckee Meadows.

Spanish Springs Valley, northeast of Reno,

[1]In 1924 there are forty-five thousand acres under cultivation.

[2]The project has been very expensive and a drainage system is still needed for a part of the land where alkali works up.

has a large tract of land for irrigation. North of Reno are the famous Long Valley and Surprise Valley. These could be made into many ranches and support a large population. Sierra and Honey Lake Valleys have always found a market in Reno and could support many more people if the ranches were broken up into smaller farms.[1] In fact, all the way to Lakeview, Oregon there are water holes and springs which when advertised and made to irrigate the land will change the character of the country north of Reno. The Carson Valley of course has always been known for its fertility. Its hay and farm products and butter are well known. The Truckee Meadows, always green in the memory of the overland traveler, are still noted for hay, livestock and garden products, especially onions and potatoes.[2] Many ranches are owned by Italians who are excellent gardeners, thrifty and who make good citizens.[3] The second generation is thoroughly Americanized. The government has contemplated the draining of many acres of marsh in the Truckee Meadows which would make very valuable farming land.[4]

Natural Limitations on Nevada Agriculture.

But much Nevada land can never be farmed. The lack of rainfall due to the enclosing mountains has caused a dearth of water and millions of acres of land are worthless. The air is dry and the ground literally drinks up what water it does receive. With the help of the government and state and in boring for artesian springs Nevada's farming has increased somewhat. But even when water is brought to the land the labor of improving the land is expensive. The poor

[1]Statement of Mr. G. W. Mapes, Reno, Nev.
[2]In 1924 onions form only a small part of the crop.
[3]Statement of Dr. Romanzo Adams, Reno, Nev.
[4]Nevada State Journal, 1917.

man finds it hard to obtain a start.[1] Even as grazing land Nevada does not rank high in comparison with some other states. Conditions for stock raising are difficult. Cattle and sheep are not fed much and the man rich in these in the autumn may find himself poor after a long cold winter in the ranges. If the snow is too deep his cattle and sheep may perish from exposure and hunger.

Prospects for Increased Agricultural Development.

But farm land is becoming scarce and expensive in the Middle West. Now the poor man who wants land is asking about Nevada and ends by taking up a homestead or buying cheap land.[2] Many have tried and failed. To aid the small farmers the government has now instituted a system of rural credits to farmers through Federal Loan Banks. One of these for the Western District is located at Berkeley, California. Here the farmer may borrow money from the government to begin farming.[3] On a thousand dollars he will pay only six per cent interest and he has thirty-three years to pay. The principal is virtually a gift from the government. This promises much for Nevada and has been sorely needed. Owing to the food shortage of war Nevada has done more in an agricultural way than ever before. Nevada has depended too much on California and been too easily discouraged with home conditions. But through the necessity of war the value of home products has been discovered. The raising of beef cattle will be more profitable to the ranchers in the northern territory. Sheep, lambs and wool are a great product of Nevada. Hog raising can be carried on to a much greater

[1]Dr. Romanzo Adams, Reno. Nev.
[2]Mr. Geo. Raymen, Sec. Comm. Club, Reno, Nev.
[3]Mr. Geo. Raymer, Sec. Comm. Club, Reno, Nev.

extent than at present and is profitable. Nevada's chief crop is hay but good hard wheat, barley, oats and rye can be grown as well. The Riverside Mill Co. of Reno is making great efforts to raise more wheat in Nevada instead of buying from Idaho and Utah. Small poultry ranches are profitable and Nevada does not raise enough to supply the demand. Bee raising is a very paying industry for the rancher. The alfalfa bloom honey is in demand and can be exported to eastern cities. In spite of the short growing season, Nevada produces apples unexcelled, pears, plums and berries.

Thus in spite of conditions which have tended to make Nevada scorned as an agricultural territory, agriculture is becoming important due to government and state aid and the enterprise of Nevada ranchers. Reno as the natural trade center for a large agricultural territory will share in the greater activity. With the increased transportation facilities it will be enabled to aid in the distribution of farm products more than ever before.

Reno's Situation In Relation to Manufacture; Good Power But Lack of Other Things.

Although the Truckee River flows through Reno, descending over a thousand feet from Lake Tahoe to this point and having forty thousand horse power, yet only a part of the power is utilized. At several points along the river power stations have been constructed which supply light, gas and power to Reno, Virginia and even to Mason Valley. This would seem to give Reno exceptional advantages as a manufacturing city but other conditions have not been favorable. There has not been enough raw material raised in the surrounding territory; fuel is expensive and owing to cost and lack of transportation fa-

cilities labor has been scarce and has demanded high wages. Machinery is expensive to obtain because of freight rates. California and Utah both have more favorable conditions for factories. It is evident that raw material must be accessible for any successful manufacturing.[1] Pittsburg, for instance, became the center of the steel industry because coal and iron were close at hand and labor could be easily obtained and favorable railroad advantages were to be had. Market conditions for the finished product must be favorable also. In many cities local disposition is made of nearly all the product of certain industries such as clothing, printing and bakery goods. Market conditions in Nevada are unfavorable.

Present Manufacturing Concerns in Reno.

In spite of these disadvantages Reno is indeed carrying on some manufacturing from products locally grown. The Nevada Packing Co. has sold its plant to Swift & Co., who have enlarged the plant and wish to buy the stock of the State. Cattle are slaughtered here and three or four hundred hogs a week. Meats are taken care of in the proper way, the cold storage plant being very up-to-date.[2] The Humphrey Supply Co. is an independent concern carrying on somewhat the same business as the Nevada Packing Co. The Riverside Mill Co. manufacture a very good grade of flour. It has enlarged the mill, preparing to turn out one hundred barrels of flour a day. It also manufactures crackers of very good quality. The output of these alone will be increased to a ton and a quarter a day. The Verdi Lumber Co. whose saw mills are at Verdi, Nevada, near Reno, are lumber dealers in Reno.

[1]Dr. Romanzo Adams, Reno, Nev.
[2]Mr. Geo. A. Raymer, Sec. Reno Comm. Club.

They have a sash and door factory and make a specialty of house furnishings. Other manufacturing industries of Reno which should be mentioned are: The Sierra Lumber Co., the Nevada Machinery and Electrical Co., The Nevada Engineering Works, The Commercial Soap Co., Alfalfa Food Co., Bissenger & Co., (a hide and fur plant), Reno Press Brick Co., The Reno Brewing Co., Jensen Creamery Company, Chism Creamery and Ice Cream Factory, Blanchard and Standard Creameries.

Location of Manufacturing District of Reno.

The manufacturing district of Reno located itself on East Fourth Street and along both sides of the river because of the water power and proximity to the railroad for loading and unloading freight.[1]

Prospect For Better Manufacturing Conditions In Reno.

With increasing agricultural development throughout the state, more raw material will become available. With more diversified farming, more products can be brought forth. Hence the prospect for Reno's development along manufacturing lines looks brighter than ever before and the growth of the city will therefore be more stable as it acquires this more permanent industry. With the advance of agriculture and the small farmer the prospect for a local market also becomes much brighter.

Reno As a Mercantile Center: Early Distribution Point.

The commercial and industrial aspects of a city are impossible of separation because of their

[1]Reno Flour and Milling Co. came to Reno in 1869. Reno Planing Mill Co. moved from Virginia in 1869 and located on Fourth Street.

close inter-relation. When Nevada produced little for manufacturing, the market for finished goods was poor and lack of competition in railroad service made Reno's development as a mercantile center seem very limited. It has hitherto been shown that Reno has always been known as a point of distribution. Before the railroad came Lake's Crossing was a supply point for the farmers of the valley. When the railroad arrived, the great freight wagons loaded with freight started from here for Virginia and Carson. Daily stages and freight wagons ran to the north going as far as Lakeview, Oregon. Others went to Sierra Valley and Susanville. Reno was a little metropolis for the towns and villages located some distance from the railroad. From fifteen to twenty prairie schooners set sail every day loaded with merchandise for these towns.[1] The stage traffic was so great that substantial business houses were erected to care for the trade. Manning & Duck built the first brick house for a store on Commercial Row where the Mapes building is now.[2]

Development During Southern Boom.

When mining declined on the Comstock, Reno as a wholesale center remained stationary for many years, but when the southern camps were discovered in 1901, Reno awoke in a commercial way. These depended almost entirely upon the northern part of the State and upon California for supplies of all kinds. Reno became the principal wholesale center. Now the wholesale dealers of Reno send goods north, south and to some extent east and west.[3]

[1]Nevada State Journal, May, 1873.
[2]Statement of S. M. Jameson, Reno, Nev.
[3]Statement of Mr. Geo. A. Raymer, Reno, Nev.

Facilitated By Parcel Post Services.

The introduction of the parcel post mail service has facilitated the sending of goods and greatly increased trade in all the territory. The southern mining camps receive by parcel post perishable goods in great quantities, depending on the wholesale stores of Reno almost entirely for meat, eggs, butter, poultry, and bread.[1]

The Wholesale Trade of Reno.

Some stores in Reno which carry on a wholesale as well as a retail trade are the W. I. Mitchell Co., Humphrey Supply Co., Reno Grocery Co., Conant Bros. Co., Wood Curtis Fruit Co., Gray, Reid, Wright Co. and Palace Dry Goods Co., most of which do a mail order business for out of town customers.[2] The Standard Oil Co. does an extensive business in the State from Reno as the center. It is located on Third Street. The ranchers from the district round about bring their produce to Reno. The creameries of Carson Valley send their dairy products to Reno for distribution. The stores also act as jobbers for manufacturers and producers from other states. The automobile industry is well represented in Reno. Nearly every kind of car is handled by our dealers. The agents go all over the State from Reno and because of the character of the State, with its immense distances between towns and few railroads, the automobile has been found to be indispensible to the miners and the ranchers.

The Wholesale Business Reno's Greatest Opportunity.

Reno's greatest opportunity is as a wholesale center and her prospects now are much better than ever before. With the increased production

[1]Miss Irene Hamlin, P. O. Money Order Dept., Reno, Nev.
[2]Mr. Geo. Rayiner, Sec. Reno Comm. Club, Reno, Nev.

on the ranches and the increase in the number of ranches, the wholesale stores will be able to handle more produce. The market will be larger for goods from the stores. A long and steady growth is predicted for the mines. The miners and ranchers both look to Reno as the base of supplies.[1] Reno's growth as a wholesale center has also been quickened by the entrance of the Western Pacific railroad. The territory to the north can send its produce, especially livestock, much easier and cheaper than formerly. A greater market will be opened up in that country where the trade center is naturally Reno. Service to and from the coast will be improved for wholesale trade. Coast cities import and export goods, but inner cities can distribute the goods received from the coast cities. Any city with good transportation facilities may control trade within a zone of some few hundred miles but transportation advantages are absolutely necessary. Reno cannot have a zone of trade such as Denver or Salt Lake but the increased growth in agriculture, mining and improved railroad service promise an increased growth of Reno as a wholesale center.[2]

The Retail Business of Reno: The Sparks' Trade.

A division point of the Southern Pacific Railroad is located at Sparks, less than three miles from Reno.[3] Sparks has a population of three thousand and many of the residents are employed in the shops or in the operation of trains. As the two places build toward each other it is thought they will sometime unite. The street railway be-

[1]Statement of Dr. Romanzo Adams, Reno, Nev.
[2]Statement of Dr. Romanzo Adams, Reno, Nev.
[3]In 1902 the town was located there, the large repair shops and R. R. round-house being removed from Wadsworth when the Hazen Cut-off was finished which left Wadsworth with only a spur track. The shops have been much enlarged and improved.

tween them and many taxi autos are well patronized. The Reno retail stores receive a great amount of the monthly payroll of the Southern Pacific Co. employees. The little lumber town of Verdi, Nevada, only eleven miles west of Reno, has a population of six hundred employed in the lumber industry. The railroad and auto stage make the service between the two places advantageous to both for trade.[1] The retail stores of Reno have a metropolitan air very noticeable to strangers from far larger cities. It is said the people of Reno are very discriminating and that they demand the best. Goods are brought direct from New York and other eastern markets. Ready made clothes retailed here are just as beautiful and fashionable as those found in the large cities and they are very attractively displayed in the show windows of the modern department stores. Not only is Reno well represented in the retail clothing stores but every other phase of retail trade is carried on here in attractive stores.

Location of Mercantile Business.

The business portion is of course in the original section. Lots sold there were immediately put to this purpose. But there has been a great change in architecture since the first hastily constructed buildings have given place to the beautiful and modern stores of today. Only a few old landmarks are left of the early days.[2] Now the retail stores tend to move away from the depot and Commercial Row to Virginia Street below Second. There are a few stores extending across the river. The removal of the Palace Dry Goods House from Virginia Street to Second seems to

[1]A stage runs to Clio and Portola, Cal. carrying freight and passengers. Mr. Geo. A. Raymer, Reno Comm. Club, Reno, Nev.

[2]Mr. R. L. Fulton, Reno, Nev. Until very recently Mr. Parrott's gun store crowded in between the Cann Drug Co., and the Crystal Candy Co. was one of these.

indicate that Second Street from Lake to West is becoming important for retail trade. The automobile business firms have taken the Plaza leaving Commercial Row to the hardware stores, soft drink establishments, wholesale and commission houses. Lake Street, Center, North Virginia, and Sierra Streets also are business streets between Fourth Street and the river.

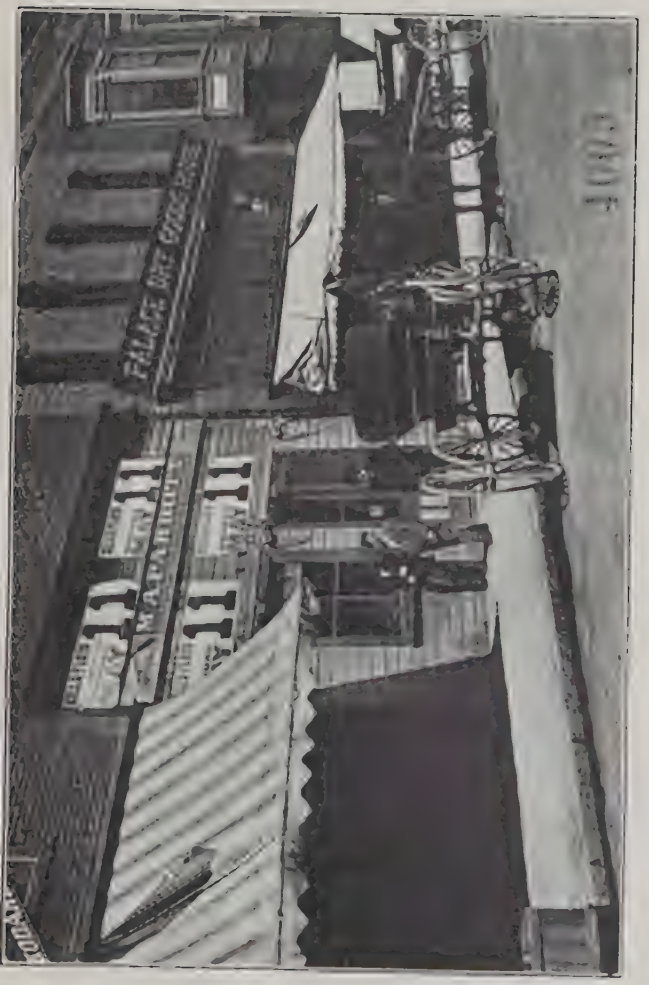
Reno the Financial and Professional Center of Nevada.

Reno has also become an office center for factories located many miles away, for the mining broker and the dealer in livestock and lands. Reno's possession of the county seat where the district court is held has also brought many celebrated lawyers here and hence there has been an unusual demand for offices. This town also is the financial center of the State. The visitor from other larger cities at once notices and comments on the number of banks and the great amount of business which they handle. The pioneer bank is the Washoe County Bank, founded June 18, 1871 by D. A. Bender & Co.[1] It has been doing continuous business since that date, and has been recently remodelled and modernized in every respect. The Reno National Bank is a beautiful and modern bank just completed in 1916. It was formerly the Nixon National Bank and prior to this was the Nevada Bank. The Farmers' and Merchants' Bank is another large national bank located in the Odd Fellows' building.[2] The Scheeline Banking & Trust Co. is another banking concern doing a large business.[3] The Reno Clear-

[1]Statement of Mr. Robt. Lewers, Reno, Nev.

[2]Now, 1924, located in a building of their own, formerly known as the Nixon Biulding.

[3]The Stockgrower's Bank organized about the time this paper was written has since consolidated with the Scheeline institution, and its new. commodious quarters are occupied, 1924, by the Scheeline Bank.



"ONLY A FEW OLD LANDMARKS ARE LEFT OF THE EARLY DAYS."

[1]Now in 1924, these also are gone.

ing House Association was organized on October 30, 1907 by the banks of Reno and Sparks for the purpose of effecting a more perfect and satisfactory settlement between them. A great amount of business is transacted every day by the Clearing House.

Hotel Accommodations.

Reno has many hotels, restaurants and cafes for a city of its size. Due to its character it has a large transient population. Many people pass through or live here for a short time going to and from the mines and outside points. The most historic hotel is the Riverside, the history of which has been previously given. Other important hostelries are the Golden and the Overland besides which there are numerous smaller houses for the accommodation of travelers.

Reno As a Home Center: The Natural Center for Miners and Ranchers.

Reno is a city of many homes. A large number of cattlemen and miners who wish their families to have the social advantages which Reno offers to them and who are dissatisfied with the conditions of the ranch and the camp, bring their wives and children to Reno. Even from its beginning this was done for the winter season, but since 1901 when the city started its second growth the number has increased and more and more they tend to remain here for longer periods. There are a number of homes still standing which were built in the original Reno between the track and river.[1] Some new ones have also been erected near by but the business houses have gradually taken the place of homes. The original site was soon built over,[2] and then the city spread over the boundary.

[1]Statement of Mr. B. F. Leete, Reno, Nev.

[2]The fence on the south east corner of Fifth and Virginia Streets was a boundary of the original town.

COMMERCIAL ROW AND VIRGINIA STREET IN THE EARLY DAYS.

Dunne's Addition.

In 1870 Dunne's North Addition of one hundred forty acres was surveyed into twenty-five blocks which were subdivided into lots.[1] Mr. Dunne represented the English Mill Co. who really owned the tract. In the winter of 1873 the Evans Bros. purchased the same tract from Mr. Dunne. Many of the lots had already been sold. Mr. Dunne filed his survey July 25, 1873 and Evans Bros. on December 26, 1879. Mr. J. N. Evans got possession of the tract and built his home at the extreme end of Evans Avenue. It was situated on the original race track which latter extended down as far as Bradley's store on the Plaza and Virginia Street. For many years the Evans home was considered to be in the country, as the addition did not build up at the north until the University was located in Reno in 1886.[2]

Lake's Addition.

Although the town was originally laid out on the north side of the river, Mr. Lake was very desirous that the town should be extended to the south side as well since he owned land there. When his offer was accepted for the location of the courthouse, he surveyed a tract around it which he named the Lake Addition. He filed it on July 3, 1871. The tract was not built up rapidly. For many years anyone who said that this portion of the city would sometime be the best residence quarter of the city would have been ridiculed.[3]

The Ward and Western Additions, etc.

The Ward, or Connor Addition, and the Western Addition were next added. These are north of the original town, the Connor lying next to

[1]Nev. State Journal, Nov. 23, 1870.
[2]Statement of Mr. Alvaro Evans, Reno, Nev.
[3]Statement of F. A. Bonham, Reno, Nev.

RIVERSIDE DRIVE.
"Reno is a city of many homes."

the Evans Addition and the Western Addition west of the Connor tract. This part was built up rapidly and is now well populated. The older residents built attractive homes in this part which was once considered the social section of Reno. Of recent years the south side has supplanted it.[1] The Connor tract was filed May 29, 1876 and later M. E. Ward bought the tract and filed it again on June 7, 1896. The Western Addition was filed May 20, 1876.

Hatch Addition, etc.; the Lake Mansion.

The town was building mainly to the north but additions were being added on the south side also. Hatch's Addition and South East Addition were filed on June 5, 1876. Marsh's Addition was filed April 24, 1877. It is to the southwest of the Lake Addition. One of the first houses erected on it is the present Olin Ward home which was built by Mr. Marsh in 1875. Then Mr. Lake bought it, the place being known as the Lake Mansion until Mr. Ward purchased it in 1906.[2] The Hayden and Shoemaker tract in the southeastern part of the city was filed December 3, 1878.[3]

Sunnyside Addition.

West of the Western Addition a new plat named the Sunnyside Addition was filed by Mr. Alvaro Evans on March 17, 1887. He bought the land of the railroad very early but held it until the latter date before opening it up for sale.[4]

Powning's Addition.

Powning's Addition along the river and west of the original town was filed August 15, 1896.

[1]Statement of Mr. Jacobs, Reno, Nev.
[2]Statement of Mrs. Carrie Harris, Reno, Nev.
[3]Records of Co. Recorder, Reno, Washoe Co.
[4]Statement of Mr. Alvaro Evans, Reno, Nev.

This was the first tract where any booming was done.[1] Mr. Powning brought excursion parties from Virginia City and other places to view the tract. The lots were sold rapidly and many beautiful homes were erected in this section. It contains many beautiful cottages and the Truckee flowing past it adds to the beauty. The Century Club Hall, formerly the Nevada Club House, and the Catholic and Baptist churches are in this Addition.

Morrill Addition.

The Morrill Addition was filed December 23, 1899. This lies to the east of Evans Addition and north of the railroad track.

Period After the Mining Discoveries of 1901; St. George's Addition.

The additions were filed in the order given but none were well populated until about 1902. Since then these additions have all built up and several more have been filed. The St. George Addition although filed on Sept. 2, 1901 may be included in this later development. This is in the extreme northwest portion overlooking the city. It has built up very rapidly. The Reno Hospital, facing Ralston Street, is in this addition. For many years the Whitaker Seminary was alone in this section.

Anderson's Addition.

Anderson's Addition was filed December 22, 1902. Formerly there was a sheep corral in this tract in the northern part of the city north of Evans Addition. Mr. Henry Anderson's home was the only one north of the Summerfield home for a time.[2] On the north side in the same year were added the Morrill-Smith Addition to the

[1]Statement of Mr. F. A. Bonham, Reno, Nev.
[2]Statement of Mr. Henry Anderson, Reno, Nev.

east of Morrill Addition and Commercial Addition, a small tract in the industrial section between the street car track and the stock yards.

Riverside Heights, Ryland's and New Southside Addition, etc.

On the south side in the same year were filed Riverside Heights along the river west of Lake's Addition, Burke's Survey in Ryland's Addition and the New Southside Addition which are east of Virginia Street. Farther out on the Virginia Road was filed in 1903 Litch's Addition. The McCormick Addition was filed in 1904. These were all ranches before they were subdivided into lots.[1]

Last Additions on the North Side: Chism's; University; Flanigan's, etc.

On the north side Chism's Addition was filed on March 12, 1904. Mrs. Chism subdivided part of her ranch into lots. This tract is west of the Powning Addition. University Addition, also on the north side and lying between Anderson's Addition and the Hillside Cemetery, was filed January 7, 1905. Flanigan Addition,[2] to the north of St. George's Addition, was filed on July 3, 1905. This was subdivided into lots several years ago according to the plans of the best city builders of the day. The streets were laid out on the oblong plan instead of by squares. Sidewalks were laid and shade trees set out, previous to sale.[3] Some lots have been sold in this addition which is near the University. Kapler's Addition, east of the Morrill-Smith Addition was added on April 12, 1907. North of the same tract, University Heights was opened up July 2, 1907. The Stod-

[1]Mr. F. A. Bonham, Reno, Nev.
[2]Now called University Terrace Addition, 1924.
[3]Bonham Realty Co., Reno, Nev.

dard Addition and McKenna Addition[1] were added in October, 1907.

Last Additions on the Southside.

On the southside Aitken's, or the S. E. Hatch Addition was filed February 14, 1905. Mill Street is the principal street running through it. Well's, Fairfield Heights and Villa Court Addition were filed the same year. In 1906 the following additions were added: the Morton Johnson, Rio Vista Heights, Grimmons and Crampton's Addition. In 1907 the following were added: Sierra Vista Tract, Meadow View, Southern Addition, Martin's Addition, Scenic Park, Victoria Park, Terrace Tract, Burke's Addition, Arlington Heights, Newland's Heights, the Market Tract, Cloverdale Heights, Homewood, Steiner Tract, and Interurban Heights. A number of these were merely put on the market as real estate speculations. The owners were ranchers who have either divided them into town lots, or have sold or leased them to real estate agents who have divided them into town lots.[2]

Comparative Development of Various Sections.

Burke's Addition has had a steady growth. Many cottages have been built on this tract because of the reasonable terms and special inducements for builders.[3] Newlands' Heights is building up rapidly. A number of beautiful homes have been added adjoining the Newlands' and Nixon homes.[4] In the earlier periods many people firmly believed the city would remain entirely on the north side. The ground is level and rich and the mountains protect it from the wind. It was much more desirable as a building site in the opinion

[1]One of the streets is called University Terrace.
[2]Mr. F. A. Bonham, Reno, Nev. Some of these are outside the incorporated limits, others are very well built up now in 1924.
[3]Bonham Realty Co., Reno, Nev.
[4]Mr. Geo. A. Raymer, Sec. Reno Comm. Club.

of the old settlers. The southside was too rocky and sandy. Lots could not be sold for fifty dollars then which have recently sold for thousands. But since 1901, when a few miners and capitalists built homes on the south side, that part has progressed rapidly. The beautiful view of the river and the high ground make this section ideal. Some homes on the heights, as the Nixon and Newland's houses, are examples of the beautiful residences to be found in Reno.

Increasing Tendency to Built Permanent Homes in Reno.

Not only has Reno become a city of many homes but it is a place of apartment houses as well, giving it a metropolitan air. The Colonial and Stewart were the first of these characteristic structures to be erected.[1] Here again we find that the character of the State as a mining community, while it increases the demand for temporary dwellings in the hotel and apartment, yet does not make for permanent growth of the city. While the mining fever is on the people spend lavishly in the hotels and restaurants but every extra cent is spent for mining stock and not always to reap rewards in the investment either. When the panic of 1907 came the mines were crippled and the bottom dropped out of real estate booming in Reno. For a time there was little building but for the last few years before the war there was a rather slower, steadier growth. The greater development of agriculture, more manufacturing and wholesale trade is giving the city promise as a greater permanent home city. The people in these occupations build homes. The miners very often are men of no homes and the rich capitalists formerly preferred to live in

[1]Many more apartment houses and cottages are needed for rent. Mr. Geo. A. Raymer, Sec. Comm Club, Reno, Nev.

California. But of recent years more have built homes in Reno. The mining business has a tendency to become more stable with the result that more money is spent for real estate and the building of homes. The splendid school advantages of Reno, its healthful climate, its supply of water, electricity and gas, its telephone service and its many other attractions have also increased the number of those who make their homes here.

Reno a Recreational Center and Health Resort.

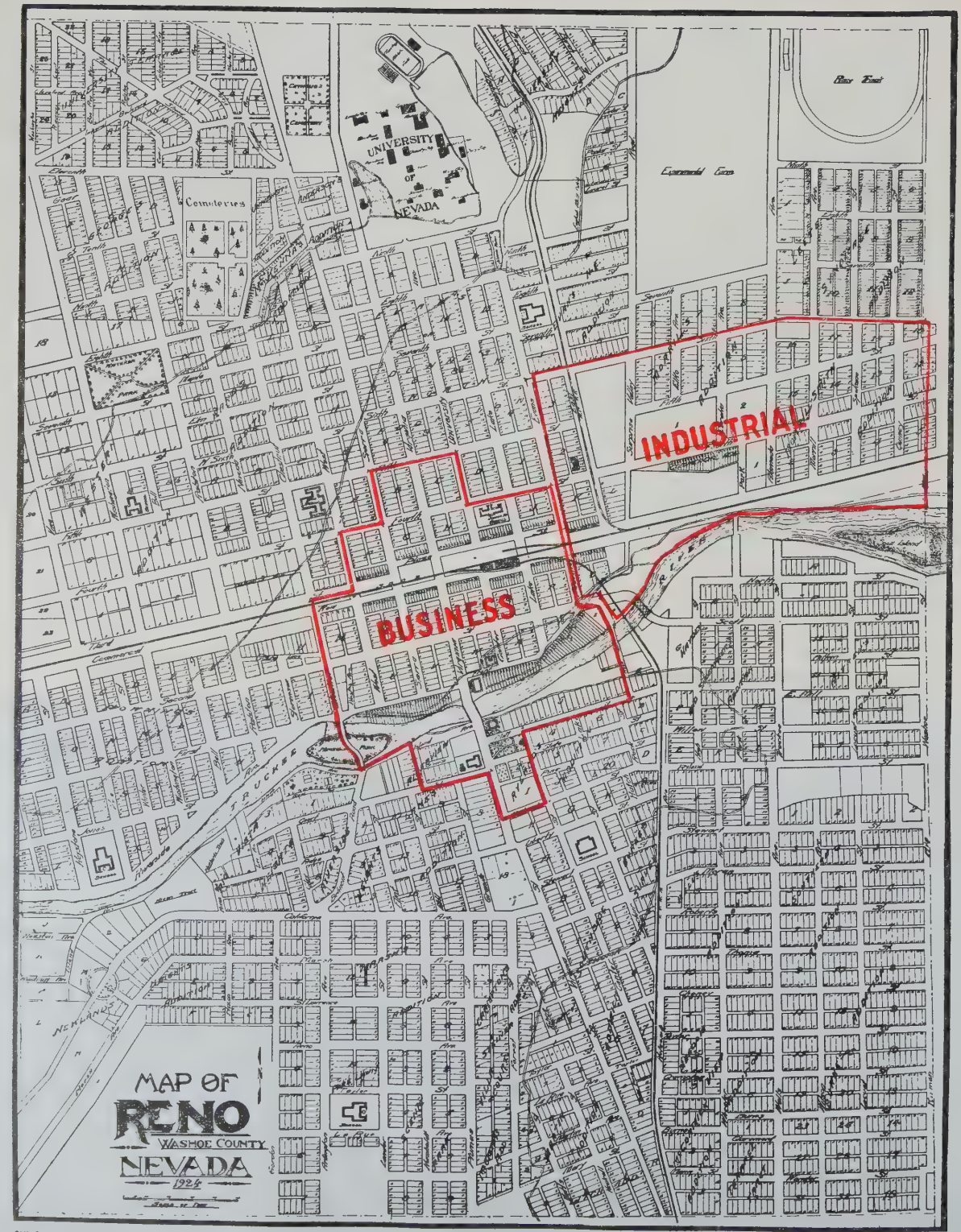
Many a city has owed its origin and growth to recreational advantages. Reno is not on the coast nor is it situated on a mountain lake. But it is in the beautiful Truckee Valley at an elevation of four thousand five hundred and seven feet above sea level. Set in the valley, with the mountains on every side, and the winding Truckee flowing through the city, it offers attractions to the tourist as a place of recreation and rest. The summers are cool and yet the seasons are clearly divided. The winters are not usually severe or very long. Living conditions are healthful and attractive the year around. The tourist in Reno may enjoy the advantages of a city and yet find outdoor life by short auto trips to the places of attraction in the vicinity. Fishermen may fish along the Truckee, famous for mountain trout. Moana Springs may be reached by a short street car ride and hot baths in the mineral water may be had there or a picnic enjoyed. Laughton's Springs about six miles west of the city is also noted for hot mineral baths and their curative value. This is also a beautiful location and could be made even more attractive. Steamboat Springs, about eighteen miles from Reno, is a natural wonder, receiving its name from the boiling underground springs which suggested the en-

gines of the steamboats to the pioneers.[1] It is easily reached by auto or by the V. & T. R. R. Bowers' Mansion, famous for its romantic history, is a beautiful picnic spot where bathing pools of mineral water may be enjoyed. It is easily reached by auto or by the V. & T. R. R. Hunter Creek, Alum Creek and the Country Club are also inviting picnic spots. Lake Tahoe, noted for its beauty, as well as Donner, Independence, Weber and Pyramid Lakes are choice places for camping or for a days' outing or fishing.

The Lincoln Highway.

Reno is exceedingly fortunate in being located on the Lincoln Highway. Many tourists look forward both coming and going from California to a rest and stopping place for side trips in Reno. Much money is to be spent in improving the Highway. For the branch of the Highway from Reno to Lake Tahoe, twenty-eight miles distant a good road is being completed which will draw many tourists.[2] It is Reno's opportunity to improve all the advantages and advertise these in a practical way in order that people may find rest and recreation of the highest order. Without doubt the chief asset is the Truckee River. More should be made of its scenic features. A boulevard along the river could be easily made extending far into the country. Reno needs playgrounds for the children, a park of sufficient size with flower gardens and the usual attractions.[3] Flower gardens could also be planted along the different streets. The depot should be made more attractive as well as the Plaza. The stranger passing through does not see the beautiful residences of the city. With Mt. Rose always snow-capped, the barren mountains around it with their

[1]Thompson and West, Nev., 645.
[2]The road is now completed, 1924.
[3]See later reference in this chapter.


MAP OF
RENO
WASHOE COUNTY
NEVADA
1924
UNIVERSITY OF NEVADA
Cemeteries
INDUSTRIAL
BUSINESS
TRUCKEE
Commercial
Sierra
Virginia
Center
Wells
Lake
Riverside
Park
Sewage Farm
Race Track
Exposition Grounds
Sage Island
Wetlands

RENO IN 1924

ever changing shadows, the Truckee dashing and foaming over the rocks in its course, Reno is attractively placed and should strive to build on its natural advantages into a city beautiful.

Climatic Conditions.

Again, Reno's climatic conditions are usually favorable for the cure of certain diseases.[1] Lung troubles are scarcely known and those that come here with tubercular disease find recovery unless the disease is in an advanced stage. Nevada is said to have more sunshine than any other state. For this reason recovery is more rapid in cases of surgery like appendicitis. Patients here are able to leave the hospital in nine days for the wounds heal in six, whereas in New York two weeks in the hospital is required.[2]

Reno's Social Development In Keeping With Her Topography and Economic Progress.

Reno's social development is the natural result of her geographical location and of her economic characteristics. Those factors which have made for or against her material prosperity and the building of homes have determined the rate of progress of the institutions that make for better social relationships. The influences hitherto noted that have driven people together in Reno as a mining, railroad, agricultural and mercantile center have meant that social advantages in advance of those usually found in a small city have been gained for the citizens of this place, and the development has been synonymous with the periods of enlargement and rapid growth in an economic way. So also the drawbacks resulting from topography and the more primitive industries have left their impress on these other phases of life.

[1]Mr. G. A. Raymer, Sec. Reno Comm. Club, Reno. Nev.

To measure the ideals of any given society is a difficult task. Only through concrete expressions as found in schools, churches, libraries, theatres, musicals, lecture courses, and fraternal organi[1]ations can we hope to approximate to an estimate of the rating of our community in the things of the higher life.

Development of Educational System: The Public Schools.

Perhaps the best feature of Reno's social center is its splendid school advantages. Here the child may begin his education in the kindergarten and complete a very excellent course in the University of Nevada. For in common with the early settlers of other states, the pioneers of Reno recognized that education is the foundation and vital necessity of good citizenship. Not three months after the sale of town lots, a school census was taken in order that a school might be started in the autumn.[1] This school was taught in the basement of Alhambra Hall by Miss Lucy Scott, later Mrs. Richardson. About a dozen children were in attendance in the beginning but the number increased so rapidly that, before the year was over, other teachers, Mrs. Kerwin, and Rev. Ricker were engaged in instructing the older pupils.[2] The first board of education consisted of Mr. Lake, H. B. Cossett and Mr. Arlington.[3] The first school house, the Riverside, was erected on the corner of First and Sierra Streets in December, 1869[4] But of the structure which was recently torn down only the back part was then built. It had a little lean-to on the west.[5] In this building Mr. and Mrs. Greeley were the first instructors. One of

[1]Carson Daily Appeal, July 26, 1868.
[2]Mr. Lyle Jameson says he was among the first pupils.
[3]Statement of E. E. Winfrey, Reno, Nev.
[4]Statement of Mr. Lyle Jameson, Reno, Nev.
[5]The two wings were added later.

"THE FIRST SCHOOL HOUSE, THE RIVERSIDE, WAS ERECTED ON THE CORNER OF FIRST AND SIERRA STREETS IN DECEMBER, 1869."

THE JUNIOR HIGH SCHOOL BUILDING, ERECTED IN 1924. "Ranks Newest and Highest in the Public School System."

the earlier teachers here was Mr. Orvis Ring, later State Superintendent of Schools for many years. He taught the higher class in the large room while Miss Frankie Gibbs, one of the advanced pupils, instructed the smaller children in the lean-to.[1] The High School building was erected in 1879. For its time it was a well built and modern structure and accommodated the grades as well as the High School. Still the old Riverside building continued in use until the new grade schools were completed a few years ago. On the south side, for the benefit of the younger children, a school was rather early maintained in a two-room structure on South Virginia Street. It was later converted into a dwelling house, which recently was destroyed by fire. The present Southside School was built by means of a bond issue in 1903.[2] It is a substantial two-story building but does not now accommodate the number of children in the district. The Southside Fire Station has been purchased for the overflow from this school. The population of the city has increased so rapidly that rented rooms have been used in various wards until new buildings could be erected. In 1908 building bonds were voted for one hundred thousand dollars and in 1910 a subsequent issue of two hundred and fifty thousand dollars. From the proceeds of these bonds four new grade buildings and the High School have been erected.[3] The old Central School, where so many Reno men and women spent their school days, was torn down in 1912 to give way for the High School structure. It is in Spanish Renaissance style and provides for five hundred students. All the newer schools are of mission architecture and one story high in order to eliminate

[1]Statement of Mrs. Carrie Harris, Reno, Nev.
[2]Statement of Supt. B. D. Billinghurst, Reno, Nev.
[3]Statement of Supt B. D. Billinghurst, Reno, Nev.

"THE BABCOCK MEMORIAL KINDERGARTEN, IN ENGLISH ARCHITECTURAL STYLE."

THE HIGH SCHOOL "IN SPANISH RENAISSANCE STYLE."

stair climbing. The aims which have controlled in recent school building are: to best conserve health and comfort of pupils and teachers; to offer facilities for industrial work; to make the buildings architecturally convenient, attractive and beautiful. Each is equipped with an auditorium, that of the High School being used also as a gymnasium. They all serve the function of social center purposes. The school buildings have been warmly commended by prominent educators, school magazines and the Russell Sage Foundation. The High School offers the usual four years of work to prepare students either for practical work upon graduation or for college and university as a further preparation for life work. The school is accredited to the University of Nevada, the University of California, and West Point. The grade schools are conducted on the usual plan of eight grades offering also manual training and domestic science. Music and art supervisors are employed. A medical inspector visits the schools weekly and a medical record is kept of all pupils.[1]

Babcock Memorial Kindergarten.

The Babcock Memorial Kindergarten, a well planned two-story structure, was financed and erected, in English architectural style, by the Reno Kindergarten Association in 1901 and its use was donated to the public schools. The first teacher, Miss Abbie Nichols, will ever live in the memory of numbers of Reno men and women. A kindergarten for the south side is conducted in the basement of the Southside School.[2]

Whitaker Seminary.

For many years an old building stood on the heights northwest of Reno which was used at

[1]See next chapter.
[2]Now in the Southside School Annex.

WHITAKER SEMINARY
"Built at a Cost of Twenty-seven Thousand Dollars."

ST. MARY'S ACADEMY.
"Continued in Use for a Number of Years."

different times as a dwelling house, a hospital and a school building. Recently the lumber in it was sold and it was torn down. But it was originally built as a seminary and boarding school for girls to fill a real need before the University was located here. To Rt. Rev. Whitaker, Bishop of Nevada, its founding was due. He enlisted the interest of friends in New York who gave liberally. The school was built at a cost of twenty-seven thousand dollars of which Reno people subscribed four thousand dollars.[1] It was a day and boarding school, pupils even coming from other states. Miss Kate A. Sill, a graduate of Vassar College, was its first principal. When the University was established here the school disbanded. But the old Whitaker girls tell many stories of the old school days at Whitaker Hall.[2] Every year they have a reunion on Founder's Day, October 12, to commemorate the beginning of the school, October 12, 1876.

St. Mary's Academy.

For a number of years the Dominican Sisters conducted a boarding school for girls called St. Mary's Academy in the building now called the Nevado Hotel.[3] Many girls from all over the State attended the school. The building was in process of erection when the great fire of 1879 occurred. It was partially destroyed but was rebuilt and continued in use for a number of years.[4] A convent where children received a grade education was conducted by the Dominican Sisters for some years in the western part of town.

Heald's Business College.

Heald's Business College has of late years main-

[1]Thompson and West, Nev., 641.
[2]Statement of Mrs. B. F. Leete, Reno, Nev.
[3]In 1924, the site of the Junior High School.
[4]Thompson and West, Nev., 641.

"THE PEOPLE OF NEVADA ARE INDEED PROUDER OF THE UNIVERSITY THAN OF ANYTHING ELSE IN THEIR MIDST."

tained a branch in Reno which is patronized by students from Reno and the surrounding country.[1]

The University of Nevada.

Even as early as 1865 the preliminary plans were made for a state university in compliance with the Morrill Act which provided for the establishment of an agricultural and mechanical college in Nevada. The first board of Regents, consisting of Governor H. G. Blasdel, Secretary of State Chauncey N. Noteware and State Superintendent Rev. F. A. White, met in November, 1865 to select a suitable location for the University. The principal business of the regents however, for the first ten years, seems to have been taking care of the land grants. But in June, 1873, the Board held a meeting at Walley's Hot Springs, near Genoa, to receive deeds which transferred twenty-one acres of land near Elko from the C. P. R. R. to the State of Nevada for university purposes. Elko erected the building at a cost of twenty thousand dollars. Reno had made a hard fight to have it located here. Mr. B. F. Leete says it was due to the carelessness of the governor in signing the bill to have the university established here that Elko got it.[2] The University while located at Elko ranked only as a district school. There was much agitation looking toward its removal and in 1885 the legislature authorized the change to Reno. Reno agreed to bond herself to reimburse Elko and furnish fifty thousand dollars besides toward the construction of the first building.[3] The site was purchased of J. N. Evans. The first building, Morrill Hall, was erected in 1886. When the University was brought to Reno LeRoy D. Brown of Ohio was placed at its head and he, together with Hannah K. Clapp, the first

[1]Since discontinued.
[2]Statement of Mr. B. F. Leete, Reno, Nev.
[3]Reno Evening Gazette, June 7, 1895.

professor appointed, constituted the faculty.[1] From these small beginnings our University has come up to take its place with other state universities. In 1894 another president was called from Ohio, Dr. J. E. Stubbs.[2] From that time on the school made great strides. To Dr. Stubbs more than to any other person credit should be given for the University as it is today. With never failing energy for twenty years he labored amid conditions very often discouraging. In 1907 through the efforts of Dr. Stubbs, Clarence Mackay and mother, Mrs. Louise Mackay, gave the Mackay School of Mines, and a statute of John Mackay, the famous Nevada miner, and father and husband of the donors. Besides this they gave the Mackay Athletic Training Quarters and Field. This was the beginning of a new era of development. Eighteen substantial buildings now are on the campus made very attractive by the art of a landscape gardener. Student life is attractive. The cost of living is very moderate. The University will probably never become great in numbers because of the sparse population of the State but it can become great in the efficiency of its graduates to take their places beside those graduates of other universities in the courses in which the university does specialize. Graduates from the School of Mines have taken high salaried positions in the United States and other parts of the world. The people of Reno are indeed prouder of the University than of anything else in their midst.

Religious Development in Reno As Shown By Church Building.

The religious needs of its citizens are cared for in Reno in active churches of several denomina-

[1]Reno Evening Gazette, June 7, 1895.
[2]Dr. Stubbs did not immediately succeed Mr. Brown.

tions. The first church building erected in Reno was the old Methodist church built in 1870 by the Rev. A. R. Ricker who taught the public school at the same time.[1] The Methodists not only built the first church in Reno but a Methodist minister preached the first sermon. He was the Rev. T. H. McGrath. His remains rest in the Virginia City Cemetery. In the winter of 1869 he located permanently in Reno preaching in the school house. The church was later built on Sierra Street. It is now the back part of the Methodist church which serves as a Sunday School room while the main church built in 1900 faces on Sierra Street. In 1871 Father Merrill built the first Catholic Church in Reno on Lake Street on the lot below the Nevada Hotel, then the convent.[2] This church was destroyed in the great fire of 1879. Then a church was built on the northeast corner of Sixth and Lake Streets. But again fire destroyed this property in October of 1905. On Second Street a beautiful structure was dedicated in June, 1908. But another fire which destroyed Wheelmen Hall almost ruined the adjoining church building. The ashes were not cool from this calamity till steps were taken for the erection of another cathedral, the present church building which is modern and has beautiful furnishings. For a time after the Courthouse was completed, the Episcopalians conducted their services in the court room while waiting for the completion of their church.[3] Bishop Whitaker of Nevada diocese came often until Rev. Lucas was installed as the first rector of the Episcopal church in Reno. The frame building still stands on the corner of Second and Sierra Streets, and a parish house is located on Sierra Street farther

[1]Statement of Rev. G. B. Hinkle, Sacramento, Cal.
[2]Bancroft, Nev., 298.
[3]Statement of Mrs. Carrie Harris, Reno, Nev.

"THE FIRST CHURCH BUILDING IN RENO WAS THE OLD METHODIST CHURCH BUILT IN 1870."

north.[1] Also in the year 1871 a Congregational society was formed by the Rev. A. F. Hitchcock who had previously been the Methodist minister.[2] After resigning the pastorate of the Methodist church he formed and organized the Congregational church on February 19, 1871. Its first church building was on Chestnut Street and has since served as a school and a hospital, and is now a lodging house. Rev. T. H. Magill was the pastor when the present brick building was erected on Fifth and Virginia Streets. Not until 1875 was the Baptist church organized in the Reno Opera House by the Rev. Fisher. In the following January a modest church was begun which was occupied May 7, 1876. This was on Second Street where the Connor Block now stands. This church burned;then another was erected only to meet the same fate in the fire of 1879. Then the organization built the third structure[3] on the corner of Second and Chestnut Streets. This frame church recently gave way to a modern brick structure in the same location. The Presbyterian people were consolidated with the Congregational until 1902 when the Presbyterians withdrew and formed a church of their own.[4] A lot was given to them on which they erected a modest little frame church. Rev. Samuel Jones was the first pastor. This is still the only church on the south side of the city. The Seventh Day Adventists have a little church on Walnut Street where regular services are conducted. The Christian Science Church has a strong following in Reno. Worship is conducted in the Masonic Temple but a church is to be erected in time on the corner of Virginia and Court Streets. The

[1]See sup. chapter.
[2]Statement of Mrs. Carrie Harris, Reno, Nev.
[3]Statement of Mrs. Carrie Harris, Reno, Nev.
[4]Statement of Mrs. Carrie Harris, Reno, Nev.

Lutherans and the Missionary Alliance[1] also have buildings and hold services. Closely allied to the church is the Young Mens' Christian Association which was organized here in 1910, the first in Nevada. On November 12, 1911, the new building was dedicated. Salvation Army Barracks are located here. The Order conducts street meetings, has an employment agency, and does the usual work of the army.

Other Clubs and Societies.

The spirit of fraternity and of charity is well developed in Reno. There are many lodges, clubs and societies. Some of these have beautiful buildings which are the pride of the city. The Reno Lodge of Masons was organized January 4, 1869, with a membership of thirty-four. The first meeting was held in a frame building on Virginia Street near the river. Meetings were later held in Alhambra Hall until the lodge built its own hall on the corner of Commercial Row and Sierra Streets.[2] In 1906 a new temple was completed on Virginia Street costing one hundred and twenty thousand dollars. The Knights of Pythias was the next order established here with the I. O. O. F. following. This latter lodge built a hall in 1908 costing one hundred and seventy-five thousand dollars,[3] and also owns the R. D. Hartung Orphan Home on First Street. The Elks Home on First Street was built in 1905. The Knights of Columbus were organized more recently. There are many other fraternal organizations which might be mentioned did space permit. The Reno Commercial Club, organized in 1907, has a large membership of all walks of life. Its purpose is to aid

[1]Missionary Alliance has withdrawn from the field, 1924.
[2]Thompson and West, Nev., 250.
[3]This is used as a bank and office building also in its convenient location on the southwest corner of Second and Center Streets.

in the upbuilding of the city and the State. The Woman's Christian Temperance Union was organized in Reno in 1882 and has always been very active in reform efforts for the city. It installed on the Plaza, a few years ago, a beautiful drinking fountain which is ornamental and also serviceable. The Century Club for Reno women was organized June 4, 1894 for the purpose of broader cultivation of women and promotion of public welfare. The club owns its home on First Street. Through its efforts manual training and domestic science were introduced into the public schools of Reno. They have accomplished other educational and philanthropic work for the city. Since suffrage was granted to the women of Nevada, two clubs for the study of civic problems have been organized for women.

Theatres.

Where the Federal building now graces the corner of First and Virginia Streets, there stood for many years an old building which more recently was used as Salvation Army Barracks until it was torn down in 1904. It was put up however for a grist mill before the town was in existence but Mr. Lake never used it for that purpose. When the town was built it was used for various things. Alhambra Hall, as it was called, was used for public exercises of all kinds. In the basement school was conducted until the Riverside School was erected; then a hotel was lodged in the basement. On the first floor was a hall and the half story above served as a lodging house. Many stories are told of experiences here and the entertainments from the first Christmas tree of the city to political meetings which were held in this Hall.[1] Later a small theatre was built called Peter's Theatre. Court was held in this

[1]Statement of Mr. S. M. Jameson, Reno, Nev.

"ALHAMBRA HALL, WAS USED FOR PUBLIC EXERCISES OF ALL KINDS."

building in 1871-2 until the Court House was erected. In 1887 the McKissick Theatre was built and continued in use for many years. In recent times several modern structures have taken its place and are used largely for moving pictures. Because of Reno's location on the Southern Pacific R. R. main line theatrical companies going to San Francisco stop in Reno. Very high class entertainments are enjoyed by Reno people. Entertainments and a lyceum lecture course have also been conducted in the High School Auditorium. Moreover, Reno enjoys the great privilege of being on the Chautauqua Circuit. In June 1913 the first Chautauqua was held at Belle Isle. Since then it has become the custom to attend the high class entertainments under the big tent in June of every year.[1]

Public Library.

Through the efforts of Reno's citizens Andrew Carnegie became interested in building a public library in Reno. In September, 1903, the corner stone was laid for the modest little building southeast of the Truckee bridge. The library is well equipped in every way. It provides education and amusement for all ages.

Newspapers.

When the Court House was removed to Reno from Washoe other industries came with it. A newspaper, for instance, came as the result of the move when J. C. Lewis issued the Reno Crescent. It was published for about ten years, giving way to the Reno Evening Gazette. Then on November 23, 1870 another paper was started. J. G. Law & Co. published the first Nevada State Journal. It was a weekly paper until March 31, 1874. C. C. Powning soon got possession and ran

[1]In 1924 no Chautauqua was held.

the paper for several years. Both papers prophesied that the other would die of starvation but still they lived on. The Reno Evening Gazette was established in 1876 by J. F. Alexander. For many years it was published in a building just south of the Golden Eagle Hotel.[1] Now it issues from a modern building on Center Street. Numerous other papers have been started here from time to time but of them only the Nevada Mining Press and the Nevada News Letter remain.

Music and Art.

Reno has produced some vocalists who have delighted audiences in other parts of the United States. The music teachers are students of the best teachers in America and Europe. The Nevada Musical Club was organized in the winter of 1916-17 for giving entertainments and promoting a love for the best music. Much interest has been manifested in the subject. A Symphony Orchestra of fifty pieces delighted Reno people in the winter of 1916-17 with its beautiful playing.

Surrounded by beauty in nature, Reno people have always shown much interest in art. Painters have painted the hills from every point. A club called the Art's and Craft's Club has been formed by art lovers for the study of different forms of art.

What of the Future?

Thus it is clear that there has developed in our midst all those earmarks of culture which accompany the growth of cities elsewhere and that out of proportion to our population we have achieved, especially in the last ten years, a maturity beyond our age and a many-sidedness beyond our numbers. Social organization in Nevada has been

[1]Statement of S. M. Jameson.

concentrated here and has continually sent its offshoots into other parts of the State. But when we speak of normal development we are forced to admit that Reno has encountered many obstacles and not yet has she wholly overcome the disadvantageous situation. The ever present hobo is the result of industrial conditions. Fraternal, or semi-private organization has been wont to overshadow that which is entirely public. Business interests, again private, have not always seen their best opportunity in advancing the things that are permanently advantageous for social development. The mining spirit, that of speculation, has entered even into our institutions of social life. The transient character of our population has left its impress here as well. The big ranches with few inhabitants and the sheep camp are lonesome places. Reno has been the Mecca for a good time and consequently here the saloon and other places of vice have easily taken the hard earned money of laborers. The lack of family life and the consequent comparative lack of religious influence has been a retarding factor. Too much has obtained the idea of getting all you can out of Nevada to build up other communities. Naturally a greed for wealth has not particularly fostered the development of a good moral town. But prospects for the future are brighter. With the growth of smaller ranches, larger and more numerous manufacturing and commercial enterprises, Reno will come to enjoy a still better home life. So also the proposed national reforms in the way of prohibition, better marriage and divorce laws, etc. will aid these newer frontier communities to achieve the best. Reno well deserves the title it is often given "The biggest little city in the west." Here nature never intended a city great in numbers. But while recognizing its limitations, its citizens must prop-

erly interpret its origin and lines of development economically and socially. The factor which shaped its origin is the key which unlocks its future development, greater transportation facilities in the service of competing railways. The foundations of a city, well built, have already been laid. The problem is to grow greater and better as a city on these foundations. To attain self-consciousness as to our problem of the future is to take the first step toward its solution. In the hope that this thesis may point the way these facts have been collected.

CHAPTER VII.

(SUPPLEMENTAL) THE CITY OF RENO, 1917-1924.

The Transcontinental Highway and Development of Recreational Possibilities: The Two Great New Lines of Progress.

Since this thesis was written in 1917 many changes have occurred and development has been marked, usually along lines previously forecast by the writer in this paper. Yet the development witnessed during these latter years was not fully anticipated and perhaps only time will reveal all the possibilities which are held in store for Reno. Two of these new lines of progress are: first, the transcontinental highway with Reno as the center of roads which lead to the various recreational spots and to points of interest; and second, the remarkable improvement of the city itself as a recreational center, including its parks. Since a nation wide interest has evolved concerning improvements of this character, the history of Reno in this respect is also an epitome of these larger movements.

Other Phases of Growth Not To Be Ignored.

Yet it must not be imagined that the city has stood still in respect to other phases in its life. The importance of Reno as a manufacturing and wholesale center which was pointed out in the previous chapter is following the lines there stated, making a slow but steady growth. The development of the highways has a marked influence on these phases of the city's activities.

Some Present Manufacturing Concerns.

The manufacture of dairy products is now becoming very prominent as an industry of this section. The Nevada Packing Co. manufactures over three thousand pounds of butter weekly; the Crescent Creamery about one-half this amount. The Chism Ice Cream Factory sends out about one hundred thousand gallons of ice cream annually. The Jensen Co. also makes ice cream in a lesser quantity. Besides these there are creameries in Carson, Yerington and Minden. A cheese factory has also been started this year in Douglas County.

Other manufacturers which may be mentioned, several of which originated in the earlier period, are four wood-working factories, four cigar plants, four bakeries, a soap factory, a brick plant, twelve machine shops, and three candy plants. These products are sold principally in the State. The Nevada Packing Co. now employs five government meat inspectors. The Humphrey Supply Co. has one inspector for the same purpose.

The Wholesale and Retail Business.

Reno serves as a radiating center for all territory extending from Battle Mountain to Calpine on the west and from Goldfield to the Oregon

line.[1] Passenger stages run to Loyalton, Portola, Gardnerville, Calpine and Verdi, and freight stages to Minden, Virginia City and Fernley. All points on these lines are served. The stages are well patronized and an extra advantage to the freight stage industry is that the goods are delivered at the stores or directly to their destination. As a trading center Reno handles ten to twenty times the amount of business of the usual city of its size especially in the sale of ready made clothes for women. The mail order business has also increased, the post office receipts averaging six times the usual amount of a city of its size.[2]

There are four wholesale grocery stores, three wholesale produce firms, a wholesale hide house and two wholesale tobacco stores. These have a retail trade as well. Still other stores have some wholesale trade.

There are twelve auto dealers here and nearly all the leading makes of cars are sold. This is, also, more than in most cities of its size. One half of the total number of cars in the State are in Washoe County.[3]

The U. S. Air Mail Service.

The city of Reno is forunate in being on the line of the U. S. Air Mail Service. The field, two thousand feet square, which is located on Plumas and Urban Streets, two and one-half miles south of town, was purchased by the city and Washoe County for this purpose. The hangar was also built by the city and has a capacity for the care of nine ships. The daily mail planes have made record time in coming here through all sorts of

[1]Statement of Mr. J. C. Durham, Co. Commissioner and Auto Dealer, Reno, Nev.
[2]Statement of Mr. J. H. Morse, Sec. Reno Chamber of Commerce, Reno, Nev.
[3]Statement of Mr. J. C. Durham, Co. Commissioner and Auto Distributor, Reno, Nev.

weather. This new feature of mail service is well patronized and brings some profit to the city in trade as well as in forming an attraction for tourist travel to this community.

Mining Prospects for Reno.

As the fields of non-metallic ores are exhausted in other parts of the United States more ore of this character will naturally be handled in this State. Nevada is rich in these ores and is capable of yielding a steady output for many years. It is rumored that valuable deposits of this kind have been discovered near Reno and companies are now being organized to establish factories for these products. In regard to the metallic ores the new process of handling low grade ores has caused a revival of interest in the Comstock regions where new mills have been established at American City near Gold Hill.

Agricultural Development: The Truckee-Carson Irrigation Project.

The largest agricultural industry on the Newlands, or Truckee-Carson Irrigation Project, is the production of alfalfa hay. This amounts to practically ninety thousand tons. The number of turkeys grown on the project was over twenty-seven thousand last year and will be thirty-three thousand this year. The newest crop, and one that is making the Project famous, is the cantaloupe. During the past four years the well-named "Hearts of Gold" cantaloupe has been grown and exported to a wide market east and west. Dairying is the largest livestock industry. Climatic conditions on the Project are a valuable asset to this industry.[1]

Agriculture nearer Reno.

Dairying has become the major agricultural

[1]Mr. L. E. Kline, U. S. Gov't. Agric. Expert, Fallon ,Nev.

industry of the territory near Reno. The mild and dry climate, freedom from storms or sudden violent changes in the weather favor the dairy industry. Approximately seven thousand cows are being milked, four thousand of these being in Washoe County alone. Several ranches are breeding registered stock and have good herds. The products are disposed of principally within the State and the surplus is sold to eight creameries in California. Washoe County has produced one hundred and fifty-five carloads of potatoes this year and the same number was grown last year. Of this amount about fifteen carloads are consumed locally. Poultry raising is also of increasing importance, there being now about sixty thousand laying hens in the territory adjacent to Reno.[1]

Spanish Springs Reservoir.

A bill for a project to convert Spanish Springs Valley into an immense reservoir to impound the flood waters of the Truckee is now before Congress. There is some agitation for an upstream reservoir instead, and the government now has an expert studying both plans to determine which is most feasible.

Hotel Service.

Because of her location on the edge of the desert, Reno has always required an unusual hotel service. She suffered a great loss on the night of March 14, 1922, in the burning of the Riverside Hotel, the old landmark around which Reno's history began. Efforts are being made to erect another hotel of the same name on the same spot. Recent striking improvements have been made in the Golden and others are contemplated for it in the near future.

[1]Statement of Prof. V. E. Scott, Prof of Dairying, U. of N., Reno, Nev.

Highways: New Rivalry Over Route.

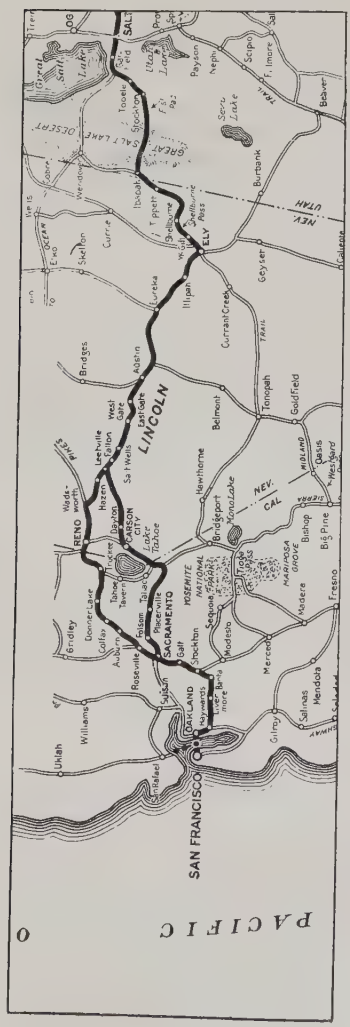
In the days of '49 competition ran high as to the comparative virtues of the various old trails and again the struggle was repeated when the northern, southern and middle sections were rivals for the first transcontinental railway. Those old days are being recreated in the present rivalry for the transcontinental highway. Again Reno considered itself fortunate when the contest over the line of the Lincoln Transcontinental Highway was decided in favor of herself. With the completion of the Truckee River Route in 1925 this line will be complete from New York to San Francisco, although it will be a number of years before all the links are in perfect condition but the increased travel will gradually bring this to pass.

Reno on Lincoln and Victory Highways.

The United States Government gives aid to the states through the Seven Per Cent Federal System. Under this statute each state is required to designate not less than seven per cent of its total mileage as coordinated with the national highways and with the adjoining states, the whole to be in the system of national highways for which all federal aid loan funds are to be expended.[1] For seventeen miles across the Great Salt Desert in Utah, there is a stretch of bad road which Utah refuses to complete. Instead she bends her energy to diverting travel southwards over the Arrowhead trail from Salt Lake City via. Las Vegas to Los Angeles or over the Victory Highway via. Wendover.[2] Since Reno is on the line of both the Lincoln and Victory routes, because they use the same road from Wadsworth to Sacramento, the Utah diversion of travel does

[1]Mr. Lloyd A. Booe, Sec. and Auditor of Nev. State Highway Dept., Carson City, Nev.

[2]Mr. Wm. David, Sec. Nev. Highway Association, Reno, Nev.


PACIFIC
SAN FRANCISCO
OAKLAND
RENO
SACRAMENTO
CARSON CITY
LINCOLN
NEV. CAL
HIGHWAY
MIDLAND
TRAIL
LINCOLN
YOSEMITE
NATIONAL
PARK
Ukiah
Williams
Fairfield
Vallejo
Benicia
Martinez
Bridgeville
Dunsmuir
Colfax
Auburn
Folsom
Placerville
Roseville
Galt
Stockton
Modesto
Merced
Gilroy
Salinas
Hollister
Hendota
Selma
Fresno
Madera
Mariposa
Grove
Bishop
Big Pine
Lone Pine
Tonopah
Goldfield
Belmont
Hawthorne
Lovelock
Brodigport
Wadsworth
Fernley
Hazen
Dayton
Lake Tahoe
Tahoe Tavern
Truckee
Tahoe City
Meeks Bay
Emerald Bay
Zephyr Cove
Glenbrook
Genoa
Carson
Minden
Gardnerville
Leviathan
Markleeville
Woodfords
Sonora
Jamestown
Chinese Camp
Oakdale
Modesto
Tracy
Livermore
Pleasanton
Hayward
San Leandro
Alameda
Berkeley
Richmond
San Rafael
Petaluma
Santa Rosa
Healdsburg
Cloverdale
Ukiah
Willits
Leggett
Garberville
Eureka
Arcata
Crescent City
Klamath Falls
Alturas
Susanville
Quincy
Oroville
Chico
Red Bluff
Redding
Weed
Dunsmuir
Mt. Shasta
Yreka
Ashland
Medford
Grants Pass
Roseburg
Eugene
Albany
Salem
Portland
Astoria
Tillamook
Newport
Florence
Coos Bay
North Bend
Reedsport
Coquille
Gold Beach
Brookings
Crescent City
Klamath Falls
Lakeview

not so seriously affect Reno as it otherwise would.

Branch Lines.

Lines which connect with these via. Reno are: first, the Bonanza Highway, or Route three, to Lake Tahoe via. Minden, thence to Goldfield and California State line; and second, the Northern route from Reno to Purdy, or Route nine, which leads to the Feather River and Yuba Pass.

Nevada Hotels Needed.

The Lincoln Highway has stirred the imagination of the American people and each year will see more travel over its course. Thus they will gain a new understanding and appreciation of their country, its products, and its people. More hotels and accommodations are needed on the long Nevada stretches to rest the body even as these long stretches rest the mind and to the traveler are a relief from the crowded highways.

Social Effects of Highway Development.

Highway development ranks with reclamation work in attracting new settlers to the State because it provides easy markets but more especially because it is the means of opening the door to social and community development. The value of its service cannot be easily ascertained.

Monetary Value to Reno.

When it is estimated that over six thousand cars passed through Reno last year and that these each stopped here for a few hours or a few days spending on the average ten dollars a day, it is evident that from a monetary standpoint alone Reno is fortunate in its location on the transcontinental highway system. This is Reno's opportunity and many believe that she is on the threshhold of a new era. Here the tourist may find rest

from the long journey as in other days, on the banks of the Truckee, and the vacationist from local points or California may find recreation in side trips to and from Lake Tahoe via. either Carson, Truckee, or over the beautiful Mt. Rose Road.

Recreation for Renoites and Scenic Beauty.

The call of the out-of-doors which has been answered with the advent of the automobile brings the family to the little spot along the Truckee to picnic or to fish, hike, or often merely to enjoy the beauty of the hills and the stream. The river is Reno's great asset. The highway on completion will follow the line of the river all the way. Through the city this should form a boulevard to complete Riverside Drive, which is only a short street at present. Some efforts already have been made to ornament the banks of the river with trees and shrubbery. Plans are under way to carry this ornamentation further in connection with the Transcontinental Exposition in 1926, celebrating the completion of the union of the East with the West when the last stretch of road shall have been completed to Truckee.

Water Sports.

Another plan which is contemplated is the building of baffle board dams in the river which will create an artificial lake for water sports. These dams could be removed in times of high water.[1]

Need of Future Playgrounds.

As the city has expanded the former play places of the children have been used as building sites. Wise builders of the city permanent have wished to insure some play places to the children of the

[1]Statement of Mayor E. E. Roberts, Reno, Nev.

future. As a result of this foresight Reno may well be proud of its parks which, with the exception of Powning Park given to the city in its infancy, form a very recent line of civic development. The new parks are Wingfield Park, Whitaker Park, Newlands Park, and Idlewild.

Wingfield Park.

Wingfield Park is an island in the Truckee at the south end of Chestnut Street. A beautiful bridge leads to it from the mainland. It is advantageously located in the heart of the city. Here are play grounds, tennis courts, beautiful lawns, shrubbery, flowers and fountains. Boating may also be enjoyed as the river is dammed at this point.

Whitaker Park.

Whitaker Park is on the hill at the north end of Ralston Street. It is named from the founder of the school before mentioned, and will perpetually bear his name as a memorial. The natural attractiveness of the spot is enhanced by the beautiful old trees and grounds. Here it is planned to have a playground for the north end of the city and also a swimming pool. The ample grounds will likewise provide a larger space for football and baseball.

Newlands Park.

Newlands Park overlooks the city and the foothills even to Peavine Mountain. It is in the southwest part of the city and was given to Reno by the Newlands family. Its natural beauty in combination with the unusual view bring many visitors to the spot. Here walks and paths have been laid, trees and shrubs have been planted and a memorial tablet has been erected to the memory of Senator Francis J. Newlands whose vision of

"WINGFIELD PARK IS AN ISLAND IN THE TRUCKEE."

the reclaimed desert made the Truckee-Carson Project a reality.

Idlewild Park.

Idlewild Park is a tract of land forty five to fifty acres about one mile west of the city. It was purchased as a free camping ground for tourists but is to become the largest park of Reno. It is located on the banks of the river with all the natural advantages which such a situation may offer. Additional trees and shrubbery have been planted; a rustic bridge crosses the pond which has been constructed for a swimming pool and dressing rooms have been built for the swimmers. A zoo has been started with some antelope and several varieties of fowl, among them some rare Canadian ducks. Immediate enlargement of the zoo is contemplated. A swimming and playground instructor is employed for the summer months. Two policemen are detailed for this park. A large Civic Auditorium is a recognized need of the city. Idlewild Park is mentioned as the probable location of such a building to be erected at a not far distant time. Another contemplated plan includes the erection of a fish hatchery and a green house, the first to be built in conjunction with the county.[1]

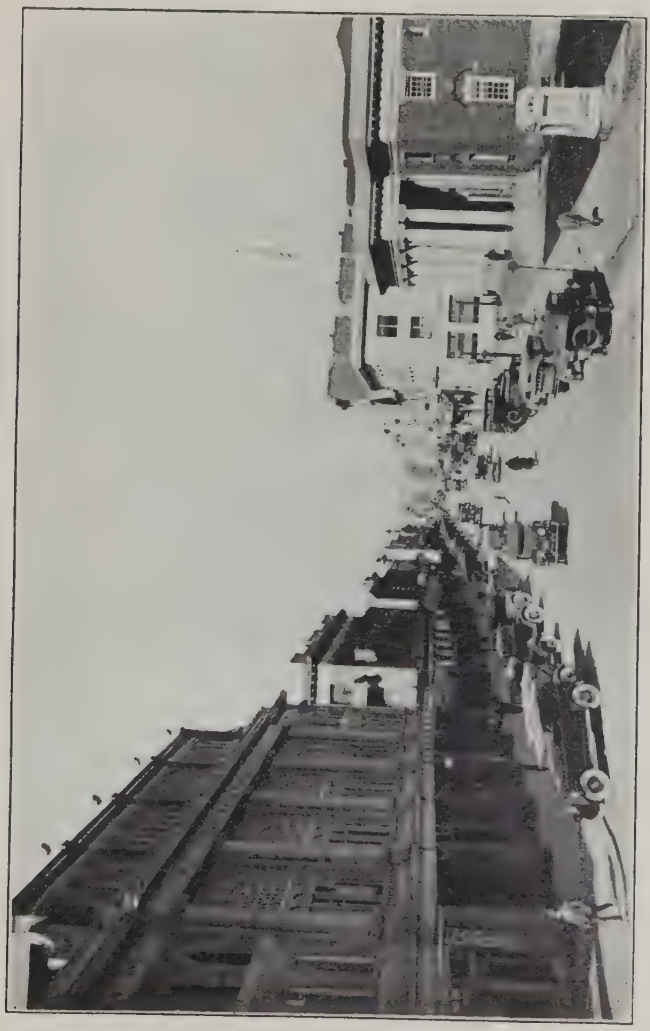
Golf Links, Moana, Agricultural Park.

Besides these parks there are extensive grounds for golf at the southern edge of the city which are owned and kept up by a golf club. There are also baseball grounds at Moana Springs and at the Agricultural Park where athletic events and races are held.

Paved Streets.

Reno now has over twenty miles of paved

[1]Statement of Mayor E. E. Roberts, Reno, Nev.



IN THE COMMERCIAL DISTRICT

streets or two hundred and ninety nine square blocks which is more than any other city of its size in the United States.[1] It may well be proud of its well paved streets and beautiful homes. Because of its attractive setting it is fitting that all of its citizens should strive to build on its natural advantages into a city beautiful in every way.

Extension of Boundaries.

Reno, with its present population of about fifteen thousand, has been building outward in all directions until it has outgrown all its boundaries. The residents outside of these limits have been petitioning to be taken in now these several years. This will doubtless occur in 1925, giving to these sections the benefits of paving and other civic improvements.

The Additions to the original tract have remained about as they were in 1917. Idlewild Park has been added to the city limits this year. Riverview has been created out of Lake's Addition as Park Lawn has been segregated from Marsh's Addition in the southwest. The architecture in Newland's Addition has been made to conform to the plan of the park. In all the Additions extensive building operations have proceeded since 1917, and now with their beautiful cottages, bungalows and more pretentious homes they give the city a much larger area of improved territory.

Zoning Ordinance.

A zoning ordinance has been enacted during the past year which defines the commercial, industrial and residential districts of the city. Buildings must be of a character specified for each district. This is in common with the prac-

[1]Statement of Mr. Harry Chism, City Engineer, Reno, Nev.

The Nevada State Historical Society Building, where vast quantities of books, papers, maps, manuscripts, pictures and museum relics are preserved.
Printed by courtesy of Prof. S. B. Doten

tice of other modern cities, and marks a distinct line of development in our progress. It was a step which was much needed. The Commercial district includes Virginia Street south to the Courthouse and north to Fifth Street between University Avenue and Sierra Street. The eastern and western boundaries are irregular, however. The industrial section is bounded on the west by Evans Avenue and runs east indefinitely. It extends from the river on the south to Sixth Street on the north.[1]

Educational Development: *Nevada State Historical Society.*

Among the unusual influences which make of Reno an educational center there is one not previously mentioned although it is now twenty years of age. This is the Nevada State Historical Society which has grown and functioned so unobtrusively that a visit to its building on University Avenue is frequently the cause of surprise to even old time residents of the community. Here are preserved vast quantities of books, papers, maps, manuscripts, pictures, and museum relics pertaining to the early history of Reno and of the State. The publications of the Society include eight volumes of historical papers and reports and cover nearly all of the historical research thus far accomplished in Nevada. The collection of Indian relics and of fossils is particularly important, including many specimens from the celebrated burial cave near Lovelock. Already specialists in anthropology as well as in history are visiting Reno for the sole purpose of using this collection of the Historical Society. As a show place for visitors the institution is also rapidly gaining in importance, and now ranks

[1]This measure is to provide for the expanding city and all deviations as they now stand are not included in the zoning ordinance.

as one of the most valuable assets of the city as well as of the State. When the large fireproof building that it so greatly needed has been provided, then only will the people of Reno become conscious of the real value of this organization in preserving the spirit and the memory of its pioneers after the old landmarks have been entirely obliterated by the advancing community. Then also they will be able to attract to Reno several handsome private collections now in the possession of Nevada citizens. In addition to the building, gifts and endowments are sorely needed for more extensive work.

The Junior High School.

Growth of the public school system is evidenced by the completion of a Junior High School building in the month of December, 1923. The creation of this school places the city in line with the present trend of education which is the six-three-three plan of organization instead of the old eight-four-four grading system. It is a beautiful building having a separate gymnasium to be used also as an auditorium. Both are complete and convenient in arrangements. The building ranks highest and newest in the Reno Public School system. All the new structures have been built under the inspiration and guidance of the city superintendent of schools, Dr. B. D. Billinghurst.

Reno School Enrollment.

The total enrollment for the semester opening September 2, 1924 in the Reno public schools was two thousand four hundred and ninety-seven pupils. Of this number one hundred and seven are in the Kindergarten, one thousand four hundred and ninety in the grades, five hundred and

[1]Statement of Mr. B. D. Billinghurst, Supt. Reno Schools.

thirty-six in the Junior High School, and three hundred and seventy-four in the Senior High School. This is a gain of thirty-one pupils in the public schools this year over the year 1923.

University of Nevada.

The University of Nevada has experienced a remarkable growth in numbers in recent years although non-resident tuition fees are now imposed and scholarship standards have been raised. It is worthy of mention, also, that of the eight hundred and eighteen students registered in September of this year, five hundred and seventy-five are from Nevada's small population of seventy-seven thousand. Much of the recent development of the University is due to President Walter E. Clark. Two buildings have been added to the list of substantial and beautiful structures in recent years. These are the agricultural and education buildings.

The New Mackay Gifts.

The University is to soon receive another gift from Clarence E. Mackay. This is in the form of annual payments of eighteen thousand dollars annually for a period of five years to be used for the payments of the annual salaries for the staff of the Mackay School of Mines and at the end of that time the same amount is to be an annual income provided that the school improves and expands during the five year interim. And a still greater gift granted at the same time by him provides funds for the future erection of a building for the study of chemistry, physics and mathematics.

Other important gifts have also been made in recent times and still others are needed because of the rapid growth of the institution. The Board of Regents has a definite plan which will insure

a consistent set of buildings on a Campus which no University can surpass in its natural beauty and which is also included in the plan of improvements.

Reno Business College.

The Reno Business College is conducted for the purpose of giving its students a thorough course in all forms of business activity. Its students come from all parts of the State and from eastern California.

Churches.

The Methodist Congregation has recently purchased property on the corner of First and West Streets on which a larger and more modern church will be erected and the present building and lot will be sold, because the property on Sierra Street has become a part of the commercial district and the lot on which the church is built allows no room for extension.

Episcopal Church.

The Episcopal church which for many years stood on the corner of Second and Sierra Streets was also crowded off this business street and now occupies a lot on Eighth Street and University Avenue. At present it is used for a church but is later to be a chapel for Episcopalian students in the University. Plans are progressing for an appropriate church home to be built on the lot already purchased on Court Street.

Federated Church.

During the World War, for purposes of economy and greater efficiency, the members of the Congregational and the Presbyterian Church again united, using the Congregational Church for the church home. This union is still existent

and the organization is now called the Federated Church.

Latter Day Saints.

The Church of the Latter Day Saints has organized in Reno and now holds services in the Century Club Home.

Jewish Synagogue.

The Jewish Congregation have erected a synagogue on West Street and services are conducted there.

Salvation Army.

The Salvation Army has had a branch in Reno since the earliest days. Of late years it has owned its own barracks on Sierra Street.

Thus it is seen the churches have been a part of the change and are now in an era of building because of the growth of the city.

Town Y. W. C. A.

The first Young Woman's Christian Association for a town in Nevada was organized in Reno in 1920. The City Council generously have donated the basement of the City Hall to the organization rent free and this will be used until a suitable building can be erected. The Red Cross Hut and the Crittenden Home are two other organizations that care for the needs of women.[1]

Service Clubs for Men.

Reno has become a part of the national and even international "service club" movement. There are four of these clubs in the city as follows: Rotary, Lions, Kiwanis and, the newest one recently formed, the Exchange Club. These hold weekly noon-day lunches. Their ideal purpose is

[1]Of course the Red Cross has a much wider field of activity.

service to the community. They have fostered a number of community projects but above all seek to elevate the standards of business and community life.

Women's Clubs Development.

A Business and Professional Club for Women has been organized which is seeking to do for women what the Service Clubs are doing for men.

Other New Clubs For Women.

The Daughters of the American Revolution have a branch in Reno, as have also the P. E. O. since 1917. The local Delphian Society is also a branch of a national organization for the purpose of self culture. Seeking a similar attainment the Monday Club, as a local society, is maintained by twenty-four women.

The Latimer Art Club.

The Latimer Art Club is a group of pupils and friends of Mr. L. P. Latimer, a San Francisco painter of note, who conducts in Reno a class in painting of Nevada scenery for a short period every year. Through the club his pupils continue their studies for the remainder of the year.

The Divorce Colony.

Much has been written both in criticism and ridicule on the coming of people for divorce to the city of Reno. The laws of Nevada allow persons to become citizens after six months of residence and the same period is sufficient to entitle a person to apply for a divorce. Most if not all the states of the Union require a year or more of residence as a condition precedent to a suit for divorce, yet many citizens believe that the laws on divorce are sane and sensible, although they are often abused. With easy means of communication national life has become complex. Transfer

from one place to another is easily made. Since laws of different states vary on the subject of divorce, embarrassment and discredit may arise for those who move from one state to another after having been divorced. Nearly all good citizens recognize that reform is necessary and that uniform marriage and divorce laws should be passed. Some very noted people have lived in Reno for divorce purposes. Many have come who have lived quietly and brought no discredit to themselves or to the city, while others, fewer in number, and many times a disgrace to their own State, have brought unwholesome notoriety to this city. Often their real purpose for coming has been camouflaged under the name "divorcee". Many have come and have remained. They have added notably to the development of the community along better lines. Perhaps their presence has not limited others from coming to become permanent residents as some have thought. Doubtless many who would otherwise have located in Nevada have been deterred for economic rather than social reasons.[1] Promise of larger material support is needed in order to induce population to flow this way.

The crime record of the State and City are very low. The juvenile crime record is the lowest in the United States. Y. M. C. A. workers and those interested in work for boys state that they find the lads unusually intelligent and of good character.[2]

Reno As a Link In Ocean to Ocean Community.

The national reform in the way of prohibition has already proved its worth in the improvement of the appearance of the business streets and the morals of its citi'ens and sojourners. As these

[1]There are eighty-five cities in the U. S., each of whose population is larger than that of the State of Nevada.
[2]Statement of Mr. J. H. Morse, Sec'y Reno Chamber of Com.

laws are strengthened and national reforms of uniform marriage and divorce laws are made, together with the larger more stable population, the community will become all that it should be in the various phases of modern community life. It will be a city which having had a purpose in its foundations has achieved that purpose, and is continuing in its service to its citizens, to the State and to the Nation as a link in the ocean to ocean community of America.

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Statement of: Henry Anderson, Dr. Romanzo Adams, Dr. B. D. Billinghurst, F. A. Bonham, D. B. Boyd,[1] Thos. A. Buckman, Dr. Walter E. Clark, Wm. David, John C. Durham, Alvaro Evans, Robert L. Fulton, Mrs. Carrie Harris, Rev. G. B. Hinkle, S. M. Jameson, Lyle Jameson, S. Jacobs, L. E. Kline, B. F. Leete, Robt. Lewers, Geo. W. Mapes, John H. Morse, Geo. A. Raymer, Mayor E. E. Roberts, Prof. V. E. Scott, Mrs. Susan Stith, Mrs. Florence Thompson, E. H. Walker, Rev. F. M. Willis, E. E. Winfrey.

[1]Mr. Boyd and many others from whom information was obtained have since passed away. This illustrates the necessity of writing our pioneer history as soon as possible.

CAPTURED BY THE INDIANS

by

MRS. SUSIE ARMSTRONG DE WITT BIEBER

CAPTURED BY THE INDIANS

by

MRS. SUSIE ARMSTRONG DE WITT BIEBER

as written from relation by one of the principals, Henry Woodville Wilson, her uncle.

This is the true story of the thrilling adventure that befell two mail-station agents in Nevada, U. S. A.

My uncle had long promised me a story from his great stock of personal recollections and the following is one that greatly interested me and I am writing it as nearly word for word as it was told me, as I am able to remember, it being a number of years since I heard it first.

"It was after the Tintic War"—said my uncle—"in which we had been engaged with the Indians in the Fifties. Your father, Albert Armstrong and myself were keeping the mail station of the Pony Express Company in Egan Canyon, Nevada, U. S. A. Mind you, in those days there was no telegraph, telephone or railway train, and the mail was packed by men on sturdy ponies, over an almost trackless wilderness. The wild sage-brush covered desert was in almost undisputed possession of the redskin and wild herds of buffalo. At certain intervals the Government had established mail stations and here the riders obtained fresh horses and supplies before resuming their perilous journey. This means of transportation was owned and conducted by the U. S. Government and was called 'The Pony Express'. The arrival and departure of the carriers formed our only diversion as we were completely isolated. We had a good, warm, one-roomed log cabin, a camping outfit, plenty of provisions, ammunition, and a few books.

As you may imagine, time hung pretty heavily on our hands and the long hot days, with nothing but dry sagebrush land and hot alkali dust as far as the eye could see, began to get on our nerves and we were pretty homesick boys, let me tell you. Your father was of a restless disposition and soon grew weary of inactivity and longed for something exciting to happen. He had his wish fulfilled one morning in a hair raising manner, that neither one of us will ever forget.

We had just finished eating our breakfast. Al was washing up our tin plates and cups, and I was lighting my pipe, when we heard a low, wierd, moaning sound outside of the cabin. It grew gradually louder and Al jumped to the little window and peeked cautiously out. 'My God! Wood, it's Indians," he exclaimed in alarm. I grabbed my gun which was near at hand and stepped to the enclosure, over which a calico curtain was hung, and sure enough it was Indians all right enough, not just a few stragglers from a wandering band, but the band itself, in full war paint and feathers, stripped stark naked with the exception of a cloth about the loins, and their skin greased until it glistened in the hot sunshine. They carried tomahawks and were circling in a stooping posture round and round the cabin, emiting sharp, unearthly yells, and chanting in low monotones. Fortunately they carried no firearms, but we knew they were armed with deadly arrows, as one stuck and quivered in the curtain near our heads, even as we looked.

"Al drew back, white and trembling. 'My God, Wood, we're lost' he muttered. 'Well, let us sell our lives dearly,' I exclaimed. Grabbing our hats from the pegs, we hastily filled them with ammunition and lying flat on the floor, stuck our guns through the cracks in the logs and opened fire. We kept up a steady, rapid fire until our

PONY EXPRESS BAG IN WHICH "THE MAIL WAS PACKED BY MEN ON STURDY PONIES OVER AN ALMOST TRACKLESS WILDERNESS"

ammunition was exhausted and the ground was red with the blood of the dead and dying 'braves,' but still they closed in undaunted and finally, with a blood curdling yell of triumph they burst in the door, which we had hastily barricaded.

"Although we thought our time had come, it was not the pleasure of the Chief, who stood with folded arms in the doorway, to kill us at once. 'Bread, much bread,' he grunted, indicating our supplies. We obeyed his command with alacrity, heaping the bread before him on the table. When this was done, he serenely walked into the cabin, observed our sacks of flour stacked in the corner, then ordered us to make a fire and commence to bake. As we hastened to obey, he seated himself comfortably at the table, helped himself to our tobacco and lighting his pipe, commenced to smoke, talking with us at intervals and prodding us in the ribs when we showed signs of fatigue. Both Al and myself could speak the Indian language fluently. Al's father, George W. Armstrong, was Indian Agent for Utah at the time, and we had been among the Indians a great deal, so we had no difficulty in understanding him. Hour after hour through that long, hot summer day, without even time for a drop of water to drink, rest or a smoke, we baked bread and hot cakes for that swarming, perspiring crowd and never for a moment did their hideous yelling cease.

"After their hunger (and they ate ravenously) had been satisfied, we stacked the bread on the floor, piling it like cord-wood until it nearly reached the ceiling. Finally after we had worked and sweated until nearly ready to drop, he informed us that we were to be burned at the stake at sundown. Even then we could smell the smoke from the huge pile of sagebrush the Indians had gathered and presently the smoke

fogged through the narrow doorway, filling the little cabin, strangling us and smarting our eyes intolerably. My God! how we did watch the lengthening shadows on the floor! What despair filled our quaking hearts when the blankets were torn from our bunks, ripped into strips and we were tied and bound to the stake. The tongue of our wagon had been removed for this purpose and driven firmly into the ground. Al and I were bound securely to this, then dry sagebrush was heaped in a circle a few feet from us and set on fire. Slowly, with darting tongues, the fire crept nearer; great bursts of flame shot skyward. Indians were circling round and round in a mad war dance and Al and I were hanging limp with exhaustion to the pole, when suddenly there came a crash as of many cannons bursting, Indians leapt wildly into the air as a veritable hail-storm of shot rained amongst them and Col. Steptoe's United States Calvary rode over the hill. A great stampede took place. Al and I were released, guns thrust into our hands and I had the pleasure of putting a hole clean through the Chief who had so tormented us.

"The ensuing fight resulted in the killing of eighteen Indians and the wounding of many more. One soldier was killed out of the troupe of twenty and two were wounded. The fleeing Indians went to the Shell Creek Station that night, killed three station keepers and drove off their horses."

"Now, my dear," concluded my uncle, "that is a real Indian story."

"Let me add a word to your story," observed an old-time friend, who had sat listening, "Col. Steptoe highly complimented your uncle and your father and said if he had a few more good marksmen like them, he would not require much of an army to subdue the Indians."

EARLY THEATRICAL ATTRACTIONS IN CARSON

by

MRS. SAM P. DAVIS

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When a mining camp is located, or a town is in its inception, about the first thing thought of is a place for amusement. Usually this is some sort of a dance hall, after a sufficient number of saloons have been erected,—this applies to earlier days of course.

The town site of Carson, having been by its locators designed as the future capital of a state, like all other new towns began its existence with a saloon and then more saloons all along its main street. Very early dance halls appeared in various places, and in 1860 Messrs. John Q. A. Moore and his partner, a Mr. Parker, (initials forgotten), "established their business", a large and quite pretentious building with a square false front, named the Theater Saloon, in the block where the Emporium now stands. They ran the building back several hundred feet and made that part into a theater, capable of seating three or four hundred people. It had a fairly good sized stage, proscenium boxes and a drop curtain, very well painted, of a scene from Yosemite Valley. Reserved seats were comfortable chairs. The entrance was through an alley, but for gentlemen the entrance through the saloon was also used. In this same small theater many of the noted factors in the legitimate drama held the stage and gave of their best to this little mountain town, reached only by a long stage ride, of the most wonderful staging ever made in America.

In the meantime Virginia was growing with remarkable strides and John Piper had built a

large comfortable Opera House. The known prodigality of this great mining town, with its easy money, was a lode stone which drew theatrical companies great and small. Carson soon gained the reputation of being a "good show town", so we had them coming or going.

Some of the people mentioned were not of great repute but were favorites with Carson audiences. There may have been many of the really great before my advent, which about a dozen Carsonites would remember, but I have not been able to interview them.

In 1866 Sue Robinson Getzler played a long engagement, supported by Piper's Stock Company. She was finally given a farewell benefit—might have been an appreciation, or an effort to stay proceedings.

In 1867 Miss Amy Stone presented "Fanchon" and the "Hidden Hand", with press notices very complimentary. Miss Robinson and Miss Stone rotated nearly all the year of '67 and into '68. People had to be entertained. April 29th of '68 Mark Twain advertised, "Will deliver a discourse on the subject of my recent pilgrimage to the Holy Land." The discourse was given in the peculiar conversational style of Mr. Clemens, and while most amusing, was also very instructive and at times a most finished piece of descriptive oratory, approaching the grand in many sentences. For the benefit of the public school he gave his lecture on the Sandwich Islands. When requested to do so he said he would "resurrect it once more from oblivion and remember what he could of it." This lecture was still more amusing and full of wonderful and beautiful descriptions. Both evenings were thoroughly enjoyed by his many old friends and his many new admirers.

In August of this year, 1868, Carsonites were delighted with the announcement that Barrett

and McCullough would appear three nights in Shakespearean plays. The reputation of these young and rising tragedians was well established in California and had crossed the mountains. The first night they gave "Othello," with Barrett as Iago and McCullough as Othello, Miss Helen Tracy as Desdamona. A great combination and most satisfying! The second night Barrett as Richard III and McCullough as Richmond gave a remarkably good rendition of this difficult play. The third night McCullough gave his rendition of Hamlet, which many thought better than that of Barrett, who had played the part here a year before. Barrett as Claudius and Miss Tracy as Ophelia proved a much appreciated combination.

Parepa Rosa gave three grand concerts in Virginia but overlooked Carson, to our disappointment.

In '68 the Pixley Sisters gave a long engagement with Willie Edouin as the attraction, and many sensational plays were produced, like "Under the Gas Light" and "After Dark."

In February, 1869, J. A. Herne appeared in Rip Van Winkle, with Lucille Western as support. Miss Western was the star in "East Lynne" the next evening and proved quite thrilling. The two stars followed with "Leah, the Forsaken", "Oliver Twist" as Mr. Herne's benefit, and "Camille" for Miss Western's benefit, and "Don Caesar" for their last appearance.

Mr. James Stark, eminent tragedian, was the next attraction, playing "Hamlet" on the opening night. Local press notices proclaimed Mr. Stark a very finished actor. He appeared as the Cardinal in "Richlieu" which was "grandly played". "Othello" was fully up in excellence, and "Richard III" was a most powerful production, and all were supported by the stock company from San Francisco.

In May we were treated to a real opera, under the management of John Piper, who presented the Howson Opera Company in "La Duchesse". Very good all around company!

August brought us Gen. Tom Thumb and wife, with Commodore Nutt and Minnie Warren. Commodore Nutt and Minnie Warren were much smaller and more attractive than Tom Thumb and his wife.

Early in 1870 Mr. Joseph Proctor, tragedian, supported by Piper's Dramatic Co. played an engagement. His repertoire comprised "Imogen", "Othello", "Ambition" and "William Tell". Press notices were very complimentary. April 27th Camilla Urso gave a grand concert at the Methodist Church, assisted by operatic artists from San Francisco. Madame Urso was considered by many as the greatest living violinist, her only rival being Ole Bull. The writer having heard Ole Bull could compare the two personally. Both played the "Carnival of Venice" which requires wonderful skill, and seemed equally perfect. As an encore "Home, Sweet Home", was most exquisite in delicacy of tone and touch. After rendering a "Caprice" she gave us the "Last Rose of Summer," and nothing could have been sweeter. The Madam's appearance is calmness itself. From the moment she lifts the violin to her face she appears absorbed in her work, and plays without the slightest sign of hard labor or nervousness, and without a look at her audience until the slight courtesy at the finish. A most delightful evening, never to be forgotten!

Sometime later Ole Bull came to Carson and gave his concert in the church. The date is forgotten, but the wonderful, smiling big man, with his enchanted instrument remains a picture in one's mind, and a feeling of pleasure as the evening is recalled. Having heard him before, way

"GEN. TOM THUMB, WIFE, AND MINNIE WARREN" NEE CHARLES STRATTON, LAVINA WARREN STRATTON AND MINNIE WARREN.

The picture was given as a souvenir by them when they played in Virginia City. Now in possession of Nevada State Historical Society.

down in Maine, the impression was not so vivid as that of Urso.

In 1876 Rose Sytinge gave us a treat when she presented "Rose Michel" and "Led Astray." She was considered one of the really great actresses of that time, and verified her reputation successfully. Some who read may remember the name Dickey Lingard, the comedienne who came in October and gave us two lively comedies, "Second Love" and "Cut Off With a Dollar," both very funny as portrayed by this volatile actress.

November brought Sol Smith Russell, called in the advertisements "the greatest comic artist in the world," and a company of artists who gave a musical and vaudeville show. Sol Smith Russell was very favorably known in those days.

The date of the appearance of Madame Modjeska is forgotten, but not the wonderful personality of the woman in the attractive role of "Rosalind". The slight accent of this Polish actress, just mastering English, was fascinating, and her acting very finished and perfect. While not beautiful, her face was sweet and refined, and her figure slight and graceful.

1877 Mr. J. M. Ward, Irish comedian, assisted by Laura Church, gave us "The Winning Hand". In this play Mr. Ward sustained four characters very creditably. Beginning with February 21st, we had three nights of real opera under the management of the Grand Opera Co. of San Francisco; "Maritana", "Martha", and "Girofle-Girofla", were given with great success, and were thoroughly enjoyed by crowded houses.

May 4th, Madame Camilla Urso returned after an absence of seven years and gave another concert which was equally enjoyed by a large audience.

Oliver Wendell Holmes, amateur violinist and critic declared that "Camilla could play the violin

with the Master himself, Ole Bull." One forgets in the gaps between times what it is to hear the violin do all its possibilities. The local critic said: "She is a moving and unutterable marvel, as far above criticism as the tones which rang through space when the morning stars sang together."

In June, Col. Robert G. Ingersol gave his celebrated lecture entitled "The Liberty of Man, Woman and Child" and the following night gave us "Ghosts". Both lectures were replete with brilliant thought and considerable fun.

To return after seven years must have been something of a habit with many artists and troupes. Again we have Buffalo Bill associated with Cap. Jack Crawford and supported by a dramatic company in "Life on the Border". The press noticed him as "advertised in yellow-covered, yellow backed and Buffalo-bilious posters."

August 28th, more opera by the Richings-Bernard Company consisting of thirty artists. This company opened with "Martha", "Il Trovatore" the second night, and "The Bohemian Girl" for a third. Three beautiful operas and much appreciated by a crowded house.

In November Mr. J. K. Emmet, the foremost Dutch comedian, appeared in "Fritz, our Cousin German" first night, and "Adventures of Kaiser" the second. Mr. Emmet was really fine in these plays, which are strictly comedy and very funny.

A unique and really beautiful performance came in December when the Liliputian Opera Co. consisting of six midgets and one giant, seven feet four inches high, gave "Jack the Giant Killer." None of the dwarfs measured over three feet, and several twenty-eight and thirty inches. They worked so earnestly that it was like a fairy tale and delightfully fascinating and unreal.

The first real show of 1878 came in April with

Mr. Charles Pope, tragedian, who appeared in "Richelieu" and "Richard III." The Virginia press gave Mr. Pope fine notices, claiming that his portrayal of Richard was only equalled by that of Barry Sullivan. His Richlieu was strong and in parts original. A week later Mr. Pope returned and gave us "Hamlet". In some ways his conception of this character was original. The reading of the soliloquy was magnificently rendered, the actor being seated during his delivery, which was an innovation.

As an offset, the comedian, Mr. John E. Owens, came a few days later and lightened things with "Solon Shingles" and "Our Boys". In May James A. Herne, supported by the Union Square Co. with eight other stars gave us "A Celebrated Case" which was pronounced a meritorious success.

July 4th of this year, 1878, the Carson Opera House Association gave a benefit ball in the new building to raise funds for theater scenery, Piper's Opera House Orchestra furnishing free music. An elegant collation was served on the stage, all for five dollars. The new opera house was built on the block now occupied by the Federal Building, and was the pride of Carson. Previous to this year the old Carson Theater had been the scene of all the plays mentioned, and many not mentioned, although notables had appeared glad to occupy the primitive theater. Carson was glad that at last we need not apologize for accommodations. The Opera House was formally opened on August 17th by Henry Ward Beecher, with his famous lecture "Wastes and Burdens of Society". The next day, Sunday, he conducted religious services from the stage. Rev. McLain and Rev. Hammond occupied the stage with him. A fine choir assisted with Annie Martin at the organ. The text was the parable of the Prodigal

Son. It was a wonderful sermon and delivered to a profundly interested audience. During the collection taken up for sufferers from yellow fever in Mississippi, Mr. Beecher pronounced a very appropriate blessing on the Opera House, saying it gave him pleasure to have been the first actor on these boards. Although he had never attended a theatrical performance in his life, he believed that singing and acting might be conducive to good. God's blessing could do no harm, so he invoked a blessing on this house.

The first troupe to occupy the stage was Haverly's Minstrels, September 26th. In October Mr. Frank Mayo, popular actor, supported by Mrs. Judah appeared as "Davy Crockett", and later as Badger in the "Streets of New York." Mr. Mayo had earned a reputation all over the United States. As a house guest Mr. Mayo was most agreeable. A handsome, blond, big man, as genial and whole-hearted and full of fun as his large personality would indicate! A very human man!

November 18th we were delighted to have had a night with Scott-Siddons, although only in dramatic readings, which were wonderful, even if seemingly detached. January 1879 the Alice Oates Comic Opera Co. came for two nights with Alice Oates, prima donna comedienne. "Le Petit Duc", and "The Bells of Cornville" were both well presented and appreciated. In February Mr. John T. Raymond appeared as Col. Sellers in "There's Millions In It," and as Pemberton Pembroke in "Risks". Mr. Raymond sustained his reputation of "The eminent comedian" in both plays. Everybody knows Col. Sellers, whom he portrayed to the life.

March 17th Mr. and Mrs. Florence, famous comedians, gave a good rendering of the "Mighty Dollar," followed by "No Thoroughfare", in which Mr. Florence does fine character work.

April 21st W. F. Cody, better known as Buffalo Bill, came back with the same general effects.

April 28th and 29th, Laurence Barrett gave us once more "Hamlet" and "Rosedale". Barrett always drew a full house and an enthusiastic audience.

April 30th Mr. B. McCauley gave the typical American comedy "Uncle Dan'l" to a delighted audience.

September the Juvenile Pinafore Company of San Francisco were here for a one night's performance. With ages ranging from three years to twelve years old these kiddies gave a wonderful show. Midshipmite only three years old and Little Buttercup eight years old—it was surely cute!

In October Ada Cavendish supported by Tom Keene appeared in "The Lady of Lyons", also "The New Magdalen". Critics pronounced her rendition of Mercy Merick as perfect.

In June 1881 Tom Keene produced "Hamlet" and "Richard III". Mr. Keene was ambitious to be considered *the* Richard III. He looks the part and gives a very good rendition of this very disagreeable character. Mr. Keene visited at the ranch. He does not make a very attractive appearance socially, as his manner is rather dignified, very self-centered and self-conscious. A rather amusing episode in connection with that lunch always comes to mind. It being a ranch lunch, the obvious menu seemed to be fried chicken principally. When the fried chicken was brought on, with embellishments, and Mr. Davis started to serve his guest, the dish was gently declined, as he "never ate chicken." Some consternation registered on part of hostess, who had to announce that the larder could only furnish ham and eggs! Mr. Keene loved ham and eggs, so trouble was averted.

As a comedy change, Mr. E. E. Bishop as the widow in "Widow Bedott" was excruciatingly funny.

In November we had W. E. Sheridan, tragedian in the new selection of Shakesperean plays, as he presented "King Lear" and "Louis XI". He was supported by Nellie Holbrook, a Carson favorite. The eastern press pronounced Sheridan the greatest Louis XI that ever played the part. Carson audiences were greatly entertained these two nights. Many will remember the Lingards who gave a one night show, the comedy "Kisses". Must have been good—sounds good!

St. Patrick's night Mr. Joseph Polk, comedian, appeared in "Strategists", very funny and well put on.

After an absence of several years Frank Mayo again played "Davy Crockett" which had been his creation for twelve years. On a visit to the ranch he declared himself sick of the part and desirous of trying something better. Later he took up "Thumb Prints", but was never as successful as in "Davy Crocket".

In May 1883 Madame Januchick, billed as the greatest living tragedienne produced the emotional play, "Mother and Son." Her delineation of mother love and anguish was almost too realistic for comfort to the audience. The next night she gave "Mary Stuart", which was rendered with the strength that only a great actress could command.

This chronicle of the first twenty-five years of theatrical amusements in Carson gives some idea of the fact that we were not completely isolated from the doings of the outer world. Minstrel shows, vaudeville, concerts, amateur performances, and big balls, have been omitted, desiring to demonstrate that we had many of the best of these days. As the boom days of Virginia City

went by, and the old town was greatly depopulated, theatrical troupes did not find it paid to show here, so Carson suffered in consequence, and Reno became the show town of the State. Most of the actors mentioned in this long list have made a final exit, and the audiences which applauded their efforts have accompanied them to strange scenes. Very few are left to speak of their comings and goings, or to praise or criticize their abilities. The curtain has fallen in the old theater.

NEVADA'S DESERT AND ITS VICTIM

by

JACKSON H. RALSTON

NEVADA'S DESERT AND ITS VICTIM

by

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Cold, bleak and desolate was the Nevada desert one day of early May, 1864, and yet it was not altogether without human life, for at the turn of a mountain of the Smoky Range was a man older in appearance than his years would seem to justify. He was tall, but bowed more by recent suffering than by time, his furrowed countenance bearing evidences of fatigue, hunger and thirst. His footsteps tottered as he rounded into a canyon new to him, while there approached an Indian squaw, the wife of Oneweda, chief of a band of Shoshones, bred to the desert. A glance told the woman of the plight of the elderly white man. With the compassion of her sex she advanced to him and tendered pine nuts. Too feeble even to understand his own needs he refused and when by gesture she sought to guide him to the camp of her band he shook his head and murmured, "My house, my ranch," words that she treasured up without knowledge of their meaning. So they parted.

With wavering steps the man wandered on his road toward a bourne he, perhaps, not even dimly apprehended. For five miles farther his feeble will and yet feeble body carried him forward. Night came on with all the chill of the desert and the snow began to fall as he sank to the ground never to rise again. Before he paid the debt of nature and time ceased for him and eternity began, may we assume that there passed in review in his uncertain mind the more striking events of a life in a way typical of his country and of his time? If so, he would have recalled

himself as a boy grouped with his parents, seven sisters and three brothers around the open fireplace of a Kentucky farm house.

There might have been brought to his mind an elder brother, who, assisted by his parents in a modest way, was able to become a physician of local distinction in Illinois at a later period; another, whose eloquence as a preacher became well known in Kentucky, and whose work on divinity was widely accepted by the Methodist Church and translated into several European languages; a younger brother afterward a well known and respected citizen of Leavenworth, Kansas; sisters, one among the rest, married to the most prominent Kentucky educator of his time, and another to become the mother of a governor of Tennessee and of a dozen other sons—judges and physicians—of only lesser prominence and usefulness in that and other states.

He might have pictured his own firelight studies for the bar, and his admission thereto at the age of twenty-three in Quincy, Illinois, where his older physician brother had preceded him. Memory would have dwelt upon his early struggles for a livelihood, his political ambitions sending him to the lower and later to the upper house of the state legislature, in one or the other of which he was the associate of Lincoln, Stephen A. Douglas, Shields, (afterward senator of the United States from three states), Baker, (later senator from Oregon and killed at the battle of Ball's Bluff), McClernand, (Union general), Browning (senator, attorney-general and secretary of the interior) and others of only less distinction, and that such men as these, his colleagues, selected and elected him at the age of twenty-nine as a circuit judge of Illinois, in which capacity he served for two years.

Recollection could have revived the incidents

of a contest for congress in which he was defeated by John T. Stuart, law preceptor of Abraham Lincoln. His mind, could it have risen above his numbing weakness, might have gone back to his service in the Black Hawk war with Lincoln, and his own captaincy in the Mexican War, when for three years he commanded at San Antonio, where to this day the spot upon which he organized the Alamo Masonic Lodge is pointed out.

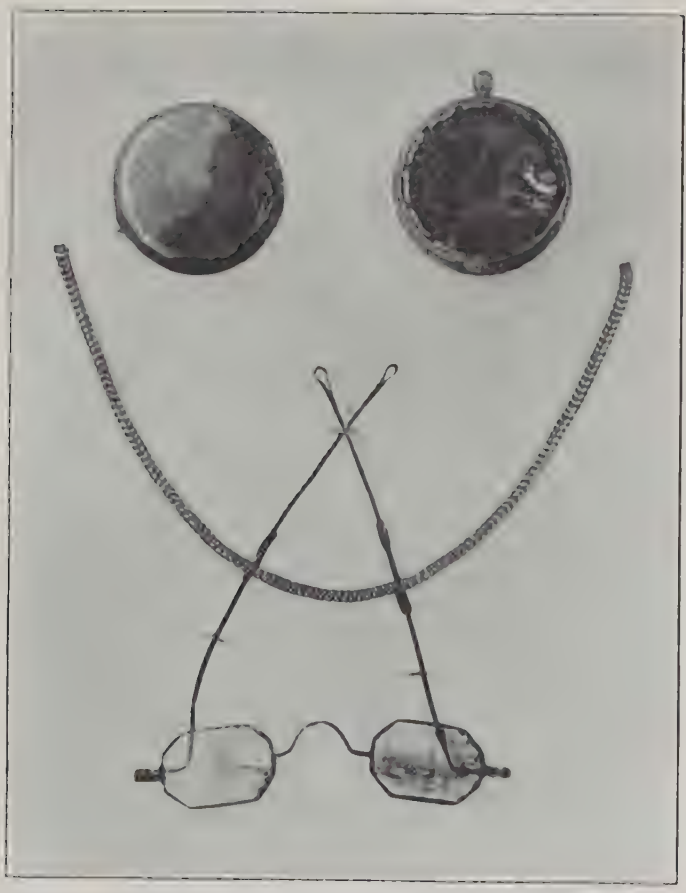
Then he might have reviewed ten years of his life in Sacramento, in which period, having been widowed for several years, he married a second time, and, after serving as state senator, was a candidate for chief justice of the state, defeated by Justice Stephen J. Field, and but for ill-health would have been elected to the United States senate. He might have recalled the last four years of his life in Nevada, where he took part in the first attempt to form a constitution, representing Storey county, and at the moment was serving as probate judge of Lander county. But the snow which fell that night was his winding sheet.

When the Indian squaw of Oneweda returned to join her husband she related her encounter and in the morning they, believing the man could not have survived the rigors of the night, sought him and found the realization of their fears. He had died not far from where he might have received aid from those of his own race, for the Indians went only a few miles to a place then (and, perhaps, now) known as Sink Barnes' ranch, and tried to tell those there what had happened, but could not make themselves understood. About eight miles off was the little camp of San Antonio, but there the Indians feared to go. Then it was that in accordance with their customs they burned the body, first preserving his money, but committing to the flames his watch, which they did not understand, and his spectacles,

the burned remains of both of which are now in the custody of the Nevada State Historical Society at Reno.

Judge James Harvey Ralston had a little ranch on what was known as Birch Creek, while acting as probate judge at Austin. He started from Austin to go to this ranch and at the same time look up lost oxen. He left Austin on this trip of forty miles, and passed the first night in the open, a few miles from his destination, and about the same time lost his horse, which was found by an Indian and afterward recovered, though the ownership was for a time unknown. Then began wanderings for eight days, the general history of which is known because of the searchings of parties sent out by the citizens of Austin. The simple direct English of the first searching party's journal deserves extracts:

On the morning of the twentieth they "started about ten o'clock and traveled in a southeasterly direction about twenty-one miles. On the twenty-first crossed the plain southeast of Smoky Valley and traveled twenty-eight miles, to where the Indian showed footprints of a man wearing boots. These were the first signs we had seen of him. We followed the track two and one-half miles to a beautiful stream which we named Ralston Creek. Here were evidences where the judge, having no doubt that it was he, had dug with a knife for roots of the thistle. Here we camped for the night. Gilson followed the track up the creek for a mile and a half, where it turned back again to camp. On the twenty-second traveled up the creek and crossed a rugged mountain, going in a southerly direction. After a rest on the summit started down the opposite side, still following the track of the judge. At the foot of the mountain, we found where he had been sitting down and where were also pieces of cactus partly eaten.



THE RALSTON BURNED WATCH AND SPECTACLES NOW IN THE CUSTODY OF THE NEVADA STATE HISTORICAL SOCIETY

Following his tracks into the valley for about three miles we found four Indians setting traps for catching sagehens. Our Indian guide talked with them and they said they had seen footprints of a white man a great distance off in the course we were pursuing.

We accompanied the Indians to their camp and got the son of our guide, who said he had also seen the tracks. With our two guides we now continued our course southeast about three miles. The track then turned off the trail, and the judge had evidently seated himself in the shade of a cedar tree. From this the track continued in a southwesterly course. About a quarter of a mile farther on he had evidently sat down again. The staggering track and short step indicated that the lost man was severely suffering with fatigue. For several miles this continued, when we found a place where he camped for the night.

At daylight of the twenty-third we resumed our search,still going southwest. At this resting place we found a stick that the judge had carried for a long distance as a cane. It was standing in the sand as he had placed it. In this direction we continued for about ten miles to a ravine coming from the east, into which the tracks turned, evidently seeking water and food. The tracks led up a few miles and then turned down again. Our guide told us that the lost man had found pine nuts or other food, as he exhibited greater strength upon entering the ravine. Our guide was an expert in the business, never failing, and speaking as confidently of all the actions of the judge, his condition and the object of the search, as if he had been in his company at the time. After leaving the ravine the track turned directly south for about ten miles, and went up another range of mountains. He then changed his course toward the west. The Indian said it was a long

way to water in that direction. It was the course, however, that would have taken him to where he could have found assistance, if he had continued on it; but after pursuing it for eight miles he again turned to the southeast.

He had evidently sought water in many places and had found some in a ravine; also he had found a small cave in the rocks where he had lain down and probably passed a night. Here were more pieces of cactus of which he had evidently eaten. Here too, we camped and spent another night. The judge had evidently been attempting to find a manner of escape from his perilous situation. He had wandered around and clambered upon high rocks, as if to take observations, but at last the trail struck off in a southwesterly direction.

On the twenty-fourth, at daylight, we again started upon the search, following the tracks down the ravine, from which it turned north for about three miles, when they turned again and went southwest and into the valley. We were now in sight of the San Antonio mountains, when the track again turned to the southeast. We followed it in that direction for eight miles. Our Indian guide then told us there was no water for a long distance, and as we were now nearly sixteen miles from known water and nearly out of provisions, we decided that after a short search we would return for supplies. So, building a monument that we could easily find, we returned to Austin after an absence of eight days. We followed the track for upward of one hundred miles, very tortuous and wandering.

When the first exploring party made its report, the citizens of Austin solemnly directed the sending out a second expedition to determine the fate of the late Judge Ralston. Retracing the steps of the first searching party and proceeding

farther, its members finally encountered Oneweda, who described to them the interview between the lost man and the Indian squaw. The place of death was determined as eight miles east-northeast from San Antonio and five miles from Barnes' ranch. The money the Indians had taken from the body they gave over at once to the searchers, explained the efforts they had made to communicate with the men at the ranch, their dread of San Antonio and their somewhat naive fear of the watch which to them was a great mystery.

Sadly such remains as could be found were gathered up and the party returned to Austin, where as the Reese River Reveille said there was "the most imposing funeral that has ever occurred in Austin. The worth, position and high esteem, with the melancholy circumstances attending the death of Judge Ralston, gave a solemn and universal interest to the occasion."

Meetings of Masonic bodies and of the bar testified to his worth as a man, a lawyer and a citizen, and as the father of a family, but with them the public now has little concern. We may, however, remember that this tragedy gave name to the Ralston Desert and the Ralston Valley, and that with such incidents the history of Nevada, that "Titan land of wonder," as his widow, a poet of distinction, has termed it, is replete.

These things I know, because the victim of the desert was my father.[1]

[1]Reprinted from The Argonaut, 1924.

THEMES ON LOCAL NEVADA HISTORY WRITTEN IN THE HIGH SCHOOLS OF NEVADA IN COMPETITION FOR PRIZES OFFERED

BY

THE HISTORY DEPARTMENT OF THE NEVADA FEDERATION OF WOMEN'S CLUBS UNDER THE LEADERSHIP OF MRS. ANTHONY HUFFAKER OF CARSON CITY.

1924

INTRODUCTION
BY
MR. CHAS. F. CUTTS
CURATOR NEVADA STATE HISTORICAL SOCIETY

In the early part of this year, the History Department of the State Federation of Women's Clubs, under the leadership of Mrs. Anthony Huffaker of Carson City, decided to offer to the pupils of the high schools a series of prizes for the best written accounts of local history. By means of this contest it was hoped that increased interest would be developed among the people of the State in the work of preserving and recording the important incidents that go to make up its history. Far and wide there are scattered, in hidden written documents or stored within the memory of sturdy pioneers, stories and accounts of early happenings which, if not now saved, will ere long be forgotten and lost.

The results of this contest justified the hopes of the committee. Over a hundred papers were submitted representing all parts of the State and preserving family traditions that perhaps could have been secured in no other way.

The contest was arranged to include three groups of stories:

Group 1—The Story of My Grandfather or Grandmother or an Old Settler's Story.

Group 2—A Story of the History of My Community.

Group 3—What Nevada Means to Me.

The Committee awarded the prizes as follows: Group 1, Miss Margaret Ernst of Fallon; Group 2, Miss Doris Irwin of Elko; Group 3, Miss Fermina Echevarria of Paradise. These papers we

are now printing together with an account of the settlement of Virgin Valley by Miss Violet Leavitt of the Mesquite High School.

From an historical point of view, this last paper is not only an interesting but also a most valuable paper, recording, as it does, the trials and difficulties every pioneer has experienced as he labored to build a home and create towns and cities in the midst of trackless forests or far stretches of sandy desert plains. It is the preservation of these old time names and these incidents that go to make history vivid and real. From the experiences of sturdy big visioned men and women who struggled against almost insurmountable obstacles, we learn how this great Empire of western country has been turned from desert waste into green fields and prosperous communities. We are printing this valuable account of the settlement of a section of our State because it shows so well and clearly the type of historical material we are anxious to secure and save. It illustrates the kind of information that naturally would be classed under Group 2: A Story of the History of My Community. Real history is the recording of the acts and individual characteristics of men and women whose efforts molded the thoughts and activities of their time.

MY GRANDFATHER'S STORY

by

MARGARET ERNST
Fallon High School

George Ernst, my grandfather, and Adolph Sutro stopped their ponies with one accord as the ascent up Mount Davidson to Virginia City began. The sun's last rays as it went behind Mount Davidson turned the sky all the brilliant colors of a rainbow, while Mount Davidson gradually grew darker and darker; the darkness seeming to roll up very slowly from the base of the mountain in a mass of clouds, until Virginia City, which was located a little up the slope was totally in the shade. Upon the burning desert they had just crossed, signs of life began to appear, all the living objects feeling the relief from the glowing rays of the sun. Here and there a lizard glided from the sagebrush and a rabbit appeared at the mouth of his hole. From the velvety darkness at their backs, as they once more resumed the journey, the piercing yelp of a coyote put the finishing touch to the end of a summer's day in Nevada.

"Well, George, you didn't think much of Nevada when you arrived from the East last year, but I think you're beginning to feel the charm of it now," remarked Sutro, after carefully examining his companion's profile. He had noted the absorbed appearance, the quick glow of the eye and the deep breath with which the young surveyor had witnessed the closing of the day.

Then, as his friend had not answered Sutro's mind went back to the trouble which had occupied it for months. As he mentally pictured his friend's face in the darkness, he dwelt especially

on the high massive forehead, the quick, keen eye, and the well-formed head in which, Sutro thought, a solution to the problem of the Comstock Lode could be found if in any.

The rising of water in the chain of mines which formed the Comstock Lode had for months suspended work there, and, as Sutro had an extensive interest in this lode, he was very anxious that a way should be found to drain this water away or prevent its rising; thus he had gone to consult the young surveyor of Lyon county who was well educated and who had two or three minor surveying exploits to his credit. When he had explained the trouble to my grandfather, the latter wondered if by boring a tunnel this water could be drained away.[1] Sutro was skeptical as to whether a tunnel could be made which would strike the base of the mines, but he had had too much respect for grandfather's ability to say anything, and now he was taking him to look over the proposition.

As they dismounted, grandfather looked around; all he saw in the darkness were lights which came from rough shacks and at one side he noticed lanterns which marked the mouths of the shafts of the mines. Suddenly a large-framed, bronzed giant came from a rough shack. Sutro greeted him—

"Hello, Bill, how's everything? Oh, I want you to meet my friend George Ernst. George, this is Bill Briggin, boss of the miners of the Yellow Jacket. Well, and here is Bill Junior." He turned to snatch up and swing over his head a husky, ragged little fellow who had run out of the hut at the sound of his friend's voice. "Well, George and I'll go to my shack and you come over

[1]Note by Editor: The origin of the idea of the Sutro Tunnel is still in dispute.

after supper, Bill, and tell us what's happened in my absence."

After a supper of corn bread, potatoes and salt pork, grandfather discussed his plan in detail with Bill and Sutro.

"Of course," he concluded, "I haven't looked the situation over myself, but from all I've heard I believe it's possible." Sutro and Bill looked doubtful; they realized the tremendous task involved to secure material and men to make such a tunnel. While grandfather did not consider this, he realized that every minute detail in the surveying would have to be perfect; every computation would have to be of the most accurate kind. The responsibility of such an undertaking would rest entirely on his shoulders. He realized that if he failed, that if the tunnel did not strike the base of the mines, that thousands and thousands of dollars would be wasted.

Yet that he should have undertaken the construction of this tunnel as he definitely decided to do the next day after looking over the ground spoke for his energy and confidence in himself.

Money, materials and men were secured, and in March, 1865, grandfather made the careful survey of the proposed tunnel and located four shafts on its line. Then drifts were begun from these shafts and were run in each direction on the line which would form a complete tunnel when finished.

Grandfather was always on hand overseeing and directing every little detail of the work. Neither dynamite nor the Burleigh drill had been invented at this time, so the work went very slowly due to the awkward tools which were used.

Finally half the tunnel was completed; the work was becoming more and more difficult and

fully two more miles of the tunnel remained before it would be completed. Prominent men had looked the situation over and had shaken their heads saying that it would be impossible for the tunnel to strike the base of the mines in such a way that the water could be drained off, as surveying had not been developed far enough for such an accurate accomplishment. The men who were backing grandfather grew doubtful, so now that everything was looking so serious they asked him if he would not call it off.

His face grew grey and then he asked if they wished him to. The men hesitated but finally said it was absolutely up to grandfather, and that they would suspend all work on the tunnel for two days and by that time he was to know whether or not the tunnel was to be completed.

Far into that night grandfather paced back and forth near the tunnel, and all the next day sat thinking, weighing every possibility of the success of the construction and every detail against it, unable to come to a conclusion. That evening while he was still pondering Bill Jr., who was often his companion on his walks, paced beside him. Suddenly grandfather leaned down: "Sonny, you know about this trouble with the tunnel; would you go on and finish it if you had charge of it, or would you think the risk of losing so much money that didn't belong to you too great?"

Bill looked very wise and then answered slowly—

"When I don' wanna go on and finish weedin' a row of corn, ma says that great men always finish what they start and you're great, ain't you?"

Grandfather looked down at him thoughtfully and then laughed with relief.

'Well, I'm not great by any means, sonny, but

I'll finish what I started this time. Come on, I'll race you home, and then I'm going to bed."

So the work was resumed in the Sutro tunnel next morning. The whole camp felt the strain of suspense. The evening walks of grandfather and Bill Jr. grew quieter and quieter until hardly a word was spoken all evening. Grandfather's hair became grey around the temples, his face haggard and stern. Even Bill Jr.'s father grew morose and grouchy.

Bill Jr.'s mother had been quite pleased with him as he had not picked up what she called "cuss words" in all his associations with the rough miners, but she was quite shocked one morning when she came upon him standing at the mouth of the tunnel with his hands clenched and tears in his eyes, saying over and over between his teeth, "Damn ya, damn ya, damn ya."

Upon her speaking to him, he burst out crying and threw himself upon the ground sobbing, "I don' give a darn; that ol' tunnel makes pop crossern'an old settin' hen, and George won't talk to me any more at all, he just walks and smokes."

But finally, as all things must at some time be finished, the miners broke through the last layer of earth and rock, and it was found that the tunnel had come in at the exact base of the lode. Grandfather was a young man once more, and glad he had finished what he started. After shaking Bill Senior's hand, he swung Bill Junior upon his shoulder and struck out for a walk.

THE LEGEND OF JARBIDGE

by

DORIS IRWIN
Elko County High School

The mountains were beautiful, steep and rugged. They were of a light brown hue covered at the summit with dull green juniper and fir trees. The tops of these mountains, later named after the Bruneau, Salmon and Owyhee rivers, were always capped with drifts of glistening snow. Rocks of red, brown, and yellow colors which blended beautifully were in large groups, and many were gigantic rocks resembling miniature mountains. Many of these looked as though they had been carved by a sculptor. There were deep crevices and caves in the rocks and occasionally a scrubby juniper struggled for existence in the cracks of the rocks. In the spring, summer and autumn the mountain sides were covered with many-hued wild flowers. There were the red Indian paint-brush, blue columbines, lavendar bird bills, white daisies and purple violets. Down at the base of the mountains in the canyon was a clear, blue rippling stream, which seemed to be rushing headlong to the sea. This creek, later named Bruneau river, was full of rainbow, mountain and brook trout that made their home in this mountain stream.

This picturesque region was the home of a tribe of the dusky Indians. The camp was on a level flat, the creek sparkling in front of the camp and the background dark with tall trees swaying in the breeze. In the winter the stream was frozen over and the branches of the trees were loaded with snow. Their tepees, or lodges, were grouped closely in a large circle. The squaws

made the wigwams out of long poles. They placed these poles about three feet apart at the base in a circle and fastened them together at the top by having the poles forked. After this framework was made they covered them with many buffalo, deer and bear hides, a small opening being left in the front. They dug a small hole in the ground in the center, and built the fire there, letting the gray smoke slowly drift through the small opening at the top on up into the blue sky. They would then place their beds around the fire in a circle and rest there. The squaws did all the manual labor such as carrying wood and water, fashioning bowls of clay, making the moccasins and the clothing while the men hunted, fished and had their sports.

The Indian men hunted in the forests on the mountain for deer, bear and elk. The mountain sheep and buffalo were on the high rimrocks. The animals could not tell of the approach of the dark Indians as they always glide with a soft quick step through the depths of the woods. An Indian would lie silently for hours by the watering place of the deer, his dark eyes always watching for the alert animals. Without making the slightest noise he would rise on one knee, aim his weapon and send the fatal arrow. In the fall the Indians would stampede large herds of buffalo over the rimrocks and obtain quantities of their winter's meat. They would make traps of brush and rocks by the cliffs and the unsuspecting beasts would be caught by the savages in this natural trap. They would catch an abundance of trout in the stream, drying and salting them for use in the winter.

These Indians were a proud, haughty and nature-loving race. Their hair was raven black, their eyes dark and dreamy, and their skin a dark tan. Their shoulders were broad and powerful

above a slim, graceful form. They were as fleet as the timid deer they hunted. They belonged to the forest regions as the deer did, and have been extinguished almost as much as the wild buffalo they used to hunt in their mountain home.

They had their religion and worshiped a God. The bright golden sun which shown above them was their God. They worshipped many other material things as the moon, stars, trees, and rocks. They were very superstitious and regarded many things as omens. Their beliefs may have been a little barbaric, but they were beautiful, and they loved them.

There would be many bands in each tribe, each tribe living in a different region and communicating with each other by means of signal fires built on the mountain tops, and by swift runners. Each band had a chief, medicine man, and warriors; and the families were composed of old warriors, squaws, young children and papooses. These Indians had their battles, quarrels, love tragedies, and romances. They had their joys and sorrows of life as all races of people do.

This happy life could not go on forever. An Evil Spirit, Tsawhawbitts, began to destroy the Indians. Tsawhawbitts was a gigantic person, fierce looking and dangerous. He carried an enormous basket which was strapped on his back. His home was in a crater in the mountains, and he came forth at unexpected times to do his hunting. He did not eat the animals, but preyed on the Indians. It never made any difference where the Indian was, Tsawhawbitts always caught him. He was so large he could step across the creek at one step and climb the steep mountains in a few strides. Tsawhawbitts would see an Indian hunting and fishing and would approach the helpless victim, grab him, put him in the basket, and go in search of another one. Finally, after his basket

was loaded he would return to his crater home and have his feast.

He kept this up until the Indians became panic-stricken. They fled, although they dreaded to leave their beautiful home where they had known the names and secrets of all the animals. They knew the wild birds, as the robins, owls, bluebirds, and orioles by their songs and color. They knew how they built their nests, the color of the tiny eggs, and when they were hatched. They knew the seasons when the birds would come and the time summer birds left, leaving the tiny gray snowbird. They knew how the beaver built his dam, when the saucy squirrel hid his pine nuts, and where the salt lick and water place of the deer were. Yet finally all the Indians of this proud race left their native home to be lost among the people of their race and neighboring tribes, with only dim memories of their native home in this canyon.

There are still traces of these Indians in this canyon. There are signs of camps which existed during the stone or flint age which these people occupied. There are remnants of flint arrow heads and spear heads near the mountains. The Indians also dug, or mined, some chert and flint there. Today no Indian will camp over night in Jarbidge canyon where Tsawhawbitts roamed many years ago.

Jarbidge acquired its name from the Evil Spirit, Tsawhawbitts. The stream the Indians used to camp by and fish in is now called the Bruneau river. Jarbidge is now a small mining town with the stores and homes probably where the Indians once camped before Tsawhawbitts drove them away. There are many rich gold mines there now, called the Bluster, Elcara, Starlight, Alpha, Florie, Long Hike, Pick and Shovel, Bourne and Success. These mines produce more

gold than any other mines in Nevada.

The road to Elko from Jarbidge winds up and then around the mountains through the trees, rocks, brush and light-colored flowers. The narrow, crooked road occasionally crosses a small creek or cool spring, bubbling from the ground. On the summit on the upper side of the road is a high cliff of brown rock with high pinnacles rising in the sky. Abruptly below the road is a clear oval lake which looks like some wonderful enormous mirror. Tall green trees surround the lake and their reflections may be seen in its surface.

Now there are many bands of white wooly sheep grazing on the mountains. The white tepee-like tents of the lonely sheepherder remind one of the homes of the Indians. The grouse and pheasants are abundant in the woods. Now instead of the dark form of an Indian approaching his game and noiselessly shooting his flint-headed arrow, a car filled with noisy tourists stops, and the loud report of a badly aimed gun is heard.

"WHAT NEVADA MEANS TO ME"

by

FERMINA ECHEVARRIA
Member of Paradise Civic League of the
Paradise Public School.

Nevada means "Home Sweet Home" to me because it is the state in which I was born and I have always resided in it. The place of my birth happened to be one of the oldest communities of Nevada, which is Paradise Valley, where I have lived all my life.

With the insignia of the girls' club of which I am a member I pledge my "Head, Hand, Heart and Health to My State, Nevada." We all owe our greatest duty to make Nevada a more progressive state than it is at the present time. It has been making a little progress all of the time, ever since 1864 when it was admitted into the Union as a state till to-day it ranks high among even older states, in lines of progress in education, manufacturing, mining and agricultural industries.

I have known many persons who have come into Nevada from other states and still they say they prefer Nevada to the state of their birth, which proves to those of us born here how much more it should mean to us, who were born and have lived here, than to those who have emigrated here.

Taking the standpoint of education, Nevada boys and girls have the privileges of one of the best school systems in the Union. We know that in the pioneer days of Nevada the pioneers did not have the opportunity to receive the education that we have to-day. We accept this heritage of schools given to us by the sturdy and brave pioneers who established for us these privileges

which make Nevada mean so much to me, and I am glad to get this education so that I can become prepared to give back to my Nevada through service as much of my inheritance as health permits. I would make Nevada a more progressive state in which to live, not alone for us who live here to-day, but for others to come after us.

Nevada is the most sparsely settled state which fact means to me greater opportunities. The population of Nevada is 77,407, given by last census, 1920, but we hope it will increase in the future so that it will equal some of the other states. As Junior Citizens we should do our part wherever possible to induce immigration from other states which will lighten burdens of taxation and make greater numbers to enjoy its vast source of mineral wealth, that greatest resource which has scarcely been touched. It may be, because to the ordinary person Nevada seems to be only a dry and desolate desert with barren mountain ranges, that the real value in wealth of the state is not well known. Even the gold-seekers of 1849 little dreamed that Nevada's mountains contained some of the most wonderful deposits of gold and silver in the world; and also failed to realize what great crops of alfalfa and wheat could thrive on its desert soils, what large herds of cattle and flocks of sheep could graze on its mountain slopes. So the typical American to-day too often fails to recognize the wealth and opportunity that our state offers to us; but Junior Citizens at present are awakening to see how much all these industries mean to them; therefore, our further duty is to proclaim it to others.

Nevada appeals particularly to the pioneer type of people of which I am proud to be a descendent. Because women with the spirit of adventure in their blood, were willing to make sacrifices, the old settled communities have thrived

and progressed so that life is now more enjoyable and secure. To strike out into the unknown wilds of savage Indians, to convert mountains and deserts into the wealth-producing mines and farms of Nevada, required the pioneer spirit in its people. We can become like them in spirit if we are true citizens and show our appreciation.

Nevada's silver, copper and other minerals mean to me not only the wealth I see others have but also the pleasure of seeing my fellowmen rewarded through honest efforts.

Nevada means to me health and recreation, the climate being healthful and delightful in its wide variations.

Nevada as a state is interested in club work and is trying in every way to make the younger generation into better farmers and producers, which will make them better citizens. This means very much to me for I belong to one of these clubs and am very proud that I have been benefitted greatly since taking active membership in this club and its work. Nevada means much to me along this line. It is arranging an outing on University Farm every year for club boys and girls and this shows how intensely interested the State is in her boys and girls, and in return we should show our appreciation. I can assure anyone that the State Extension Directors of Club Work provide a profitable and good time for the ones who attend these outing trips. I attended one last year and it has meant a great deal more to me than I can tell.

We have many great and beautiful highways and railroads but still Nevada is essentially a pioneer state because of its vast area not yet developed. Unlike the old states of the East, its big things are yet to be done, many of these things will be done by boys and girls who soon will be grown. There are more highways and

railroads to be built, great deposits of valuable ores to be developed, swamps and marshes to be drained, desert lands to be watered, and other projects necessary to the upbuilding of a great state which future citizens can do to show how much Nevada means to them. Then there is also plenty of room in our state for capable and energetic men and women who will come from outside. It is especially the duty of Junior Citizens through honest toil to make a greater and better state than even now.

Nevada means to me a state full of opportunities in various ways if we only grasp them. Though it is an infant in its productive development its government affairs are conducted by upright officials who set an example for boys and girls.

Nevada means to me the privilege of partaking of the benefits that my forefathers have left me through their hard struggles, and it means to me a duty, as a Junior Citizen, to accept the call and respond to duty. Nevada means to me loyalty in national affairs, for our part in the recent World War showed a pure and true loyalty.

Nevada means my future and I always expect to live true to its laws because my native state gives me all I have; therefore it means that I should repay in service. I will always do my duty as a Junior Citizen till I become a full-fledged citizen and prove my worth in the bigger things.

I believe in the State of Nevada and I am in a measure responsible for its development.

A good motto we can adopt is "Help Make The Best State Better," because we *can* do this and our reward will be a more prosperous and progressive "State." So count on me for my share as a loyal student in school, and a willing Junior for progress and higher achievements.

THE HISTORY OF THE VIRGIN VALLEY

by

Violet Leavitt of the Mesquite High School.

We cannot appreciate our opportunities and our advantages unless we know something of the hardships that some one went through to make it possible for us to have them. In order to understand it thoroughly we must follow them through the history of those trials, and try to understand what those trials meant to them as well as what it means to us to be able to enjoy the fruits of their labors. We then should continue their work and make progress such as they have made and even more if we can. Not until we do this are we showing our appreciation to them for their work. Knowing the history of the past we are able to build on the foundation of their work, profit by their mistakes and improve on the ideals that they left for us.

The Virgin Valley lies in the southeastern part of Nevada about ninety-eight miles east of Las Vegas. It is surrounded by mountains, with the exception of one small plain reaching out to the southwest. In the valley there are two towns, Bunkerville to the south of the river and Mesquite to the north. Nestled there in the valley, protected from terrible snow storms and the like by high mountains, it remains, unheard of and practically unknown to the civilized world.

In 1861, the Virgin Valley was first known to the civilized world. Previous to this time there had been a great westward movement, but this valley was entirely missed by the pioneers that went to California, as the old California road went across a country north of the valley. Dudley Leavitt, Ira Hatch and Sam Knight were the

first men into the valley. They were on their way to Las Vegas, where they were going as missionaries to the Indians.

During this time of westward expansion, the Indians were as bad as they were in the early history of United States. People who came to make their homes in the West had to make friends with them or live in danger of losing their lives. We have all observed that over-whelming fighting instinct in the American Indian that has for ages been very characteristic of all tribes. The settlers fear of their savage barbarous attacks on the settlements, kept them continually working, doing missionary work to make friends of Indians.

Dudley Leavitt said that there were many night in his life that he sat up all night talking and preaching to the Indians to prevent them from slaying companies of pioneers who were on their way to California. Along with the missionary work they used other means of making friends with them, such as giving them gifts of different kinds or feeding them for a few days. At one time they gave the old chief a plug of tobacco and pipe, and his daughter a silk handkerchief to make peace with them. The gifts proved to be quite successful, because there was no trouble came from them that trip. We can hardly imagine the fear the settlers had of the Indians and their cruel work.

As I mentioned before the Rio Virgin River runs through the center of the valley. It is now known as a very wide dangerous sandy-bottom stream, but it was not always known as such. When the early pioneers first knew it, it was a very small stream that could be jumped in many places. The banks were covered with beautiful green grass and willows the full length of the valley. It was very beautiful, they said, winding

its way down through the valley that was at that time very thickly covered with mesquites and underbrush, so that birds could hardly fly through them. With the exception of a few cottonwood trees this thick brush was the only vegeation in the valley. It was in this same year 1861, that a large flood came down the river washing the grassy banks away and leaving sand knolls on either side, that could easily be washed away by the floods that were to follow.

These missionaries I have spoken of saw a possibility of a settlement in the Virgin Valley and in the year 1877, Dudley Leavitt and Edward Bunker came down to look over the country and plan for the first settlement. It was in this same year that the first settlers came to make the Virgin Valley their home. In the fall of that year the second company came, making the foundation for the town of Bunkerville. It was named Bunkerville in honor of Edward Bunker, a veteran of the Mormon Battalion of the Mexican War, who did much toward laying the foundation of the town.

Strange as it may seem that they should want to live in such a deserted place, they came, bringing with them a few pieces of furniture and food and a lot of courage.

Some of the first settlers were from St. George, others from Santa Clara and still others from Gunlock in the southern part of Utah. Among the first there were Dudley Leavitt, Edward Bunker, Lemuel Leavitt, Jerry Leavitt, Edward Leavitt and Edward Bunker, Jr., Dudley Leavitt bringing with him his wife, Mrs. Martha P. Leavitt, to do the cooking for the company of men.

On their journey to the valley they followed the old California road part of the way, but in order to get over it with their large loads of lumber and supplies, they had to repair the roads as

they came and it took them nearly three weeks to make the journey of fifty-five miles. Some of the company had to walk most of the way because the horses and oxen had all they could do to pull the loads. And then too, rather than ride on barrels of goods or on large piles of lumber, they preferred walking.

When they arrived in the valley, they chose the southern side of the river on the hill for their houses. They were afraid to build near the river because the floods that came down were washing the land very badly. With the lumber they had brought, they just had enough to build a dining room and a large table for all to use. And then the question was what were they going to do for bedrooms.

Down on the swampy marshes near the river they found some water willows and after setting up corner posts they wove willows in together until they had the sides of a house. They then took willows, brush and clay to make the roof. The willow house was only large enough for the women of the company so the men made brush and clay roofs over some hollows in the hills for their bedrooms. You can imagine how glad they were when the first grain was raised and threshed and they had straw to put in their bedrooms to make their beds a little more comfortable.

It was the first of the year 1877, when men began making irrigation canals and grubbing brush from the land to make ready for the summer crops. Their first canal was very short as their fields were only a short distance from the bridge that now connects the two towns. Their first crops were corn, cotton, cane and wheat. The first two years of their labors did not produce much and most of their food was brought from St. George and Santa Clara. For four years or from 1877 to 1881 they lived in what they called

the "United Order". This was where all food or products raised or brought here were put in one large store house and everyone used from it.

The next year after they arrived, 1878, Charley Hoath taught their first school, for two months. He taught it in their lumber boarding house. The only books they had were brought with them from St. George, and a sheep bell served as a school bell to call them to school. Their only studies were writing, reading and arithmetic. The smaller children were the only ones that went to school because the larger ones had to spend their time in the cotton field picking cotton. This condition made it necessary for them to have night school, because parents realized how important it was for them to have schooling. The night school was taught by Miriam Abbott in the year of 1879 in a small brush school house.

It was this same year, 1879, that the cotton gin was brought into the valley. The cotton was picked, ginned and then hauled to Washington mill, which was about fifty-five miles away, to be made into cloth. The pioneers received twenty-five cents a pound for ginned cotton and took cloth or groceries for the pay. The cloth they received was of a very coarse weave and they paid sixty cents for linsey, a very coarse material, ninety cents for flannels and one dollar and twenty-five cents for a very coarse cloth they used for making men's shirts. This cloth was brought back and made in the homes into clothing for the families. The girls and women counted themselves very lucky to get a flannel dress for the Christmas celebration or for other special occasions.

The pioneers moved into what is now the center of town in 1881. The houses were built with adobes that the men made out of clay. They had to go one hundred and twenty-five miles to Trum-

ble lumber mill to get lumber to build them and then paid about twenty dollars a thousand for it. There are three or four of the houses that were built then still standing, but they have had to be repaired several times. The first one was built where the Bunker Hotel now stands.

In the year 1880 a company of ten families came to settle Mesquite on the north side of the river. There were Henry Branch, Eugene Branch, George Whitney, Issac Burgess, Abraham Burgess, Joseph Burgess, Gabriel Uttley, Johnny Smotts, John Slappy and John Hansen. This company only stayed until 1883. During the time they were here they built a canal, cleared the land and planted crops but had very bad success. And then when the floods came, washing out their canals, it discouraged them so much that they left everything and went back to the homes they had left in southern Utah.

About that same time the people of Bunkerville received books from Pioche to help them out with their school work. Sam Crosby taught the second school in one of the living rooms in town. In 1882 an adobe school house was built. The roof was made with poles, brush and clay. The next teacher was George Whitney.

Their agricultural implements, what few they had, were brought from St. George. The grain, the first year they raised it, was raked with wooden rakes and threshed by riding horses over the sheaves of grain until they had it all threshed out and then blowing the chaff out, or rather letting the wind blow it out while they tipped it out of dishes in the wind. The coffee mill served the purpose of a grist mill when they were too busy to take the grain to the St. George flour mill. In 1880 Dudley Leavitt brought a burr mill into the valley and it was used to grind graham flour. Bolts were added to the mill in 1882 and they were

able to grind flour on it, but the flour was very dark.

The only way they had of getting money was by going to the Muddy Valley, thirty-nine miles from here, getting salt, hauling it to St. George or Silver Reaf and selling it. They received eighteen dollars a ton for it but it took two weeks to make the trip. They did this for years, it being the only way they had of getting money.

The following story will show how dangerous it was to get the salt. Dudley Leavitt, Stephen Abbott and others went to the salt mine to get salt. It had to be blasted out of the mountains, which of course was very dangerous because the large rocks of salt were thrown in every direction. But when the blasting material was put in, they most generally went out of the way until the blast had gone off. On this particular trip, some one before them had put in an extra stick of powder and had not touched it off. Steven Abbott went up to put a blast in. He had been cautioned several times that he should be very careful. But he put them off saying that they should stay by the wagon as they had wives and children at home depending on them and he had no one and besides he said he wasn't afraid. It happened that he attempted to put the blast he had in the same place where the other one was, not knowing of course that it was there. The unknown blast was touched off and before he could get out of the way, large rocks were blown on top of him, killing him instantly. Two or three of their horses were killed and the others were bruised so badly that they could hardly get their loads home. It took half of a day to dig the dead body out of the rocks so that they could bring it back to Bunkerville to be buried.

There were many other such instances that took place and we often wonder if they really mean it

when they say, "those good old times," or that those were the best times they have ever had. Their sports consisted of picnics out in fields or rides with oxen teams up to the mountain. And when they tell of dancing in living rooms, with bonfires to keep them warm as they stood outside waiting for another dance, we agree with them that they must have had good times. They said they could only dance until eleven as they had to go to bed and get some sleep so that they could go to work in the fields early the next morning.

A short time after the first people moved down here, Mr. Crosby put up a store and postoffice. The mail was taken from Muddy Valley to St. George on horses. The roads and the ways of carrying mail in those days was quite a contrast to the mail service of to-day. When we see the large mail car spinning by we wonder how they ever made the trip on horses. It must have taken several days for the mail to be taken there.

The second colony of settlers came to Mesquite in the year 1893, but did not start building their homes until 1894. The old canal had to be made over and everything built up again. The second company was Charley Hardy, William Abbott, Carlos Knight, Calt. Smith and Jesse Waite.

The entrance fee on the land was one dollar and twenty-five cents an acre, twenty-five cents of it having to be paid down and the rest later. Most of the settlers were very poor and did not even have money enough to pay the entrance fee, but very fortunately for them, Capt. Smith had the money and he very kindly offered to pay it and fence the land if they would pay him later. They took up three hundred and forty acres, fenced it, cleared it and then divided it up into fifteen acre lots. After giving Capt. Smith his pick of the lots, the rest of the men drew numbers

for theirs. They had Mr. By Pace do the surveying of the ditch.

The houses in Mesquite were also built of adobes, and they had to go one hundred and twenty-five miles for lumber. Milford was their closest railroad station and it was one hundred and fifty miles away.

Mrs. C. M. Hardy was the first school teacher in Mesquite. She taught two months the year she came, in her own home. Belle Bunker taught next, and about the year 1900 a tent was put up for holding school. The tent was also used for meetings and social gatherings until the year 1909 when the church house was built.

In Bunkerville the small adobe school house was used for everything until the year 1898, when a large rock church house was built, and then a grade school house was built later.

As mentioned before Mr. Crosby started the first store in Bunkerville. And a few years later Mr. Bunker took over the store and still later it was sold to Mr. Bowman who kept it going, supplying the people with groceries and other general merchandise until the year 1923, when it was sold to Albert Leavitt and Kenneth Earl, who now have it.

In Mesquite the first groceries were sold by Carlos Knight, who had a small store here shortly after the second settlement. About the year 1900, Mr. J. E. Hughes took it over and is still running a store in Mesquite, but now there are also three smaller stores started.

Mr. Nephi Johnson started a post office in Mesquite in 1897. It too has been run by several people, such as Mr. J. E. Hughes and Mr. George H. Bowler and it is now being cared for by Mr. Elmer Hughes.

About the year 1900, Mr. Hubert Leavitt put the first telephone in the valley. He was con-

sidered very foolish when he was setting up the poles between the two towns. The people knew very little about the telephone and they were very much surprised when they heard people talking through it.

In the year 1904, June the 23rd, there was a terrible hail storm in the valley, bringing with it a large flood and taking out most of Bunkerville's canal. It seemed impossible to ever get it fixed again. The people thought they would have to leave. After holding a meeting to decide what to do, they went to work and it was repaired in such a short time that it seemed like a miracle to them. The same year the church house was built in Mesquite, 1909, a terrible flood came in September taking the dams, the breakers that were built to protect the land from floods, and some of the land with it. The following year in January, 1910 another terrible flood came, washing more of the land away. Several miles above this valley in Littlefield, two or three homes were washed away by the January flood. In all there has been about one million dollars paid out in this valley to protect the land from floods.

About this same time a lumber school building was put up and used for school until 1923 when a beautiful cement block school building was built for grade schools.

Shortly after the settlement of Bunkerville thrashers were brought into the valley, but it wasn't until 1912 that Mesquite got its first thrasher. Previous to this time thrashers had come from Bunkerville.

About five years after the settlement of Mesquite a large grape farm was planted by Mr. Bunker. It is still producing large crops of grapes every year. Of all the farm products ever raised in the Virgin Valley, nothing has produced more

or brought in more money than the fresh grapes and the dried raisins sold every year.

In the year 1911, the people of this valley saw the possibility of a High School. The first High School classes were taught in the rock church house at Bunkerville and as the enrollment became larger, they had to teach some of the classes in homes or in vacant rooms they could find in town, and finally the High School building was built in 1914.

A flour mill was built in 1915. This did a great deal toward building up the valley. Previous to this time all of the grain was taken to St. George and Washington Mills to be ground into flour, and it most generally took two weeks' time to make such a trip after flour.

Another great improvement in the valley was the bridge that was built across the Virgin River. No one knows how to appreciate it unless they have crossed the river a great many times, or have been dipped into one of the larger streams, while being pulled across with teams. The bridge was completed in 1921.

The Bridge Day and the Mill Day were celebrated by the people of this valley when these structures were completed. On Bridge Day, the bridge was decorated with flags and a program was held on it. Votes were cast for the most popular lady in the valley and Mrs. Emma Abbott received the most votes (eight thousand). She had the privilege of driving the last nail in the bridge and she also received a gold locket as the prize.

At noon everyone was served with lunch by a committee appointed from both towns. In the afternoon there were sports and the Dixie Orchestra Band played for a dance at night to complete the celebration.

Bunkerville people have been very unfortunate in having their rock church house and the grade

school building burn down, but now they have a beautiful cement school building, built at the same time as the one at Mesquite.

A comparison of the adobe building, that was built when the first settlers came, and of one of the cement bungalows that we see being built now will give us a good idea of the improvements being made in the Virgin Valley. These improvements are being made everywhere. In the agricultural life of the valley we can see as great a progress as in the educational line.

The high school now has seven teachers and an enrollment of one hundred and twenty-four students. Progress is being made in every line of high school work. The music department has particularly made very noticeable progress. Four years ago there was practically no music in the valley. Now the High School has an orchestra, a band, two violin classes and a chorus of about forty members. Mr. K. E. Fordham has had charge of the music department.

NEVADA IN THE MAKING

Being Pioneer Stories of White Pine County and Elsewhere.

by

B. F. MILLER

B. F. MILLER, WHOSE REMINISCENCES ARE THOSE OF A REAL PIONEER

INTRODUCTION

Jeanne Elizabeth Wier, Editor

These stories were originally written for the White Pine News. They form the reminiscences of a real pioneer who is blessed with a remarkable memory and a knack for the narration of his many experiences. They were written in reply to an editorial in the paper of another state which directed attention to Nevada's small population and spoke of her weakness as "pitiable".

Mr. Miller claims that had but a little of the riches taken from Nevada for the upbuilding of California been spent where it was acquired, Nevada would today be one of the strongest links in the chain of commonwealths. The Palace Hotel, the Flood building, Sutro Heights, the Mills building, Stanford University and many other California improvements, he points out were financed by Nevada wealth, as were also Eastern projects such as the Postal Cable-Telegraph line. And he adds, "Nor has Nevada's wealth alone been devoted to the upbuilding of her sister state of California. Many an impoverished European nobleman owes the rehabilitation of his estates to the dowries brought by American girls, the daughters of men who piled up vast fortunes from the mines of Nevada. Nevada needs neither the pity nor the patronage of any state in the Union. But a small part of the money taken from her bosom to enrich other states would have made her arid lands the Mecca of countless farmers. Let us hope that future Nevada millionaires will realize that patriotism like charity begins at home."

It should be noted that the Mackay family, by their gifts of money and of personal interest, form a remarkable exception to the general rule

of ruthless exploitation by now wealthy ex-Nevada families. May we hope that the stories of heroism, of patience, of endurance, of generosity which follow will perchance recall to some of these wealthy families the conditions which made possible their benefits obtained within this State, and chief of all that environment which grew giants in power out of ordinary men. Truly, the chief asset of this State is the men whom she has produced. She should not seek in vain to realize upon this source of her wealth.

CHAPTER I.

SOME BEGINNINGS

The first white settlement within what constitutes the present boundaries of the state of Nevada was made by the Mormons in 1850 in the valley of the Carson river. The disciples of Brigham Young had three years previously founded Salt Lake City, this settlement antedating by a year the signing of the peace treaty with Mexico by the terms of which the territory now embraced in Texas, New Mexico and California was ceded to the United States for a consideration of fifteen million dollars.

At the time the Mormons settled in the valley of the Carson river the territory was a part of Utah. The river and later the capital city of Nevada were named after Christopher Carson, better known as Kit Carson, famous trapper and scout. Carson, whose early life was identified with Nevada and other states later carved out of the wilderness he had helped to conquer, was a unique figure. Born in Kentucky in 1809, at the age of nineteen he went to New Mexico and in 1828 and the subsequent years trapped all over what is now New Mexico, Texas, Oregon and California.

Carson had great influence among the Indian tribes and it was solely due to his efforts that the Comanches, Arapahoes and Cheyennes signed a treaty of peace with the government in 1865. Carson later represented the Indians before a congressional investigating committee which looked into injuries done the red man, and through his influence reparation was made and land allotted the different tribes. Later he was made Indian agent when a reservation was provided for the Indians at Fort Lyon, where he died in 1868. He was buried at Taos, New Mexico, his grave being one of the show places of the State.

The writer visited Carson's grave in 1910, when he entered into negotiations with the Denver & Rio Grande railroad for a joint traffic arrangement with the railroad for a connection with his automobiles between Taos and the railroad with a view to handling sightseers and tourists. Taos, besides the grave of Carson, is noted for its Indian pueblos and could easily have been made an attractive show place. However, due to delays in securing permission from the interstate commerce commission the agreement was never perfected, the writer instead making arrangements with the Mexico Northwestern railroad, the Mexican government and the Cole-Ryan mining interests for the operation of freight and passenger automobiles into the Ocampo mining region. This was just prior to the outbreak of the Mexican revolution which resulted in the overthrow of Porfirio Diaz and constitutes an interesting experience which may be given at a later date.

Carson County, Utah, now Nevada, was first organized as a unit of government in 1854. In 1850 congress had defined the boundaries of Utah, which did not extend west of the Sierra Nevada Mountains. At this time what is now western Nevada was a part of California.

The first civil suit in Carson County was brought by John Reese in 1853 against a surviving member of Woodward & Company and was for six hundred and seventy-five dollars for supplies furnished the firm while carrying mail from Salt Lake City to California. Reese secured a judgment and sold under execution the share of the defendant in the property then known as Mormon Station, now Genoa, bidding one hundred and thirty dollars for the property.

The first criminal prosecution was in 1855, the defendant being a negro named Thacker, who was accused of having used threatening language to

—THE PROPERTY THEN KNOWN AS MORMON STATION, NOW GENOA."

A. J. Wyckoff and Mrs. Jacob Rose. The court, in summing up the case, remarked that 'a man may have malice enough in his heart to kill a man and discretion enough to prevent him from committing the deed; he may have the ability to cut a lady's heart out and roast it on the coals, and at the same time he may have good sense enough not to do it." The judgment of the court was that the defendant, Thacker, should be fined fifty dollars for cost of the suit, and for his own safety he was advised to return to California.

Up until this time everyone east of the Sierra Nevadas had to go to Millard County, Utah, to the county seat. The distance from Carson valley to the county seat was eight hundred to nine hundred miles as people were forced to travel in those days. Indians were the only inhabitants along the greater part of this distance, and great credit must be given to Brigham Young for his ability in handling the redskins in those days, as the Indians fully trusted the Mormons, and it was not until later when the government began to send troops that the Indians became suspicious of the white man.

In 1861 the first territorial government was organized in Nevada and the following year application was made for statehood. The state took its name from the Spanish word signifying "snow-covered." A provisional government had been established in 1859 at Genoa, with Isaac Roop as governor, but nothing further was done.

Nevada was finally admitted as a state in 1864, the proposal asking for admission to the Union having been defeated the year previously owing to a disagreement over the proposed constitution. In 1864 President Lincoln saw that it was absolutely necessary to admit the thirty-sixth state in order to insure the enactment of the thirteenth amendment to free the slaves and end

the war, and inasmuch as Nevada had shown her loyalty to the Union by sending more volunteers than either California or Oregon, the only two states west of Kansas at the time, he was satisfied that he could rely on Nevada's vote and urged congress to take action.

As a result a bill was introduced in the senate in February, 1864, authorizing the people of Nevada to frame another constitution which would meet their wishes. This was done and in September, 1864, the people ratified the new constitution and asked for admission, and October 31, 1864, President Lincoln issued his proclamation declaring Nevada admitted to the Union.

In 1865 congress submitted the thirteenth amendment to the several states for ratification and two weeks later favorable action was taken by the legislature of Nevada, which was thereafter known as the "battleborn state." The message notifying President Lincoln of the result of Nevada's vote on the state constitution was the first transcontinental message sent over the Western Union wires and the cost of the message was over three thousand four hundred dollars. The cost of sending a ten-word message from Gold Hill to San Francisco at that time was two dollars and fifty cents, while seven dollars was the rate for a ten-word message to the East.

In early days Nevada was little known outside of her own boundaries but with the discovery of gold and silver the news spread rapidly and miners and fortuneseekers from all sections began to flock to the country. The history of the Comstock and other wonderful properties is too well known to need any comment, but it might not be amiss to make mention of a few of the mines whose early history is interwoven with that of the State.

One of the most noted of the early-day proper-

ties was the Con. Virginia and California, which at the time the writer came to the State in 1874 was being operated as two properties, although actually only one and under control of the same interests. The stock of each property at that time was selling at eighty-five dollars a share, but with increasing depth values also increased and in the fall of that year the stock was quoted at one hundred ten dollars a share. During the winter, when the one thousand five hundred foot level was reached, the stock jumped to six hundred dollars, and in 1875 the Con. Virginia stock sold at seven hundred dollars, while the California was quoted at from seven hundred dollars to eight hundred dollars, making a total market value for the two mines of one hundred sixty million dollars. The actual profit of the Consolidated Virginia and California was one hundred five million dollars, the ore avering between ninety dollars and one hundred dollars a ton for five years, values being about equally divided between gold and silver. The increase in the value of this stock is but one instance of the rapidity with which Nevada mining millionaires were created in those days.

Among other great producers were the Ophir, Yellow Jacket, Savage, Gould & Currie, Overman, Chollar, Potosi, Crown Point, Bullion, Belcher, Sierra Nevada, Hale and Norcross. Many lawsuits naturally resulted from the great value of the properties involved, and decisions in these cases were eagerly watched. For a number of years more than one-fifth of the output of the mines was expended in prosecuting or defending lawsuits. Over one million dollars was spent by the Ophir and Moscow in the litigation of one suit, though the latter property was worthless and the only question involved was that of a boundary. A suit brought by the Chollar against the Potosi cost both parties to the litigation one mil-

lion three hundred thousand before it was finally settled by a consolidation of the two properties.

The heat in a number of the mines was almost unbearable as depth was reached, the temperature ranging from fifty degrees at one hundred feet in depth to one hundred and twenty degrees at two thousand feet. Miners could only stand the work for a few minutes at a time until their shoes were filled with perspiration. In the Julia mine the heat was so intense that the water was scalding hot and even with the use of revolving fans miners were known to drop dead from heat. Tons of ice were used daily and picks could only be handled with gloves, while cloth dipped in ice water was wrapped around the drills to keep the hands of the miners from being burned.

In 1877 a hot spring was uncovered in the Savage mine and the vapor from the water, at a temperature of one hundred fifty-seven degrees, was let into the incline. In the Gould & Currie mine in 1878 a miner by the name of Brown fainted when the temperature reached one hundred twenty-eight degrees. He was carried to the surface but lost his memory and failed to recover the use of his faculties for many years. Mine accidents were frequent during the early operations of the Comstock until the Deidesheimer timbering system was adopted, after which there were but few accidents.

CHAPTER II.

EGAN CANYON AND THE DISCOVERY OF GOLD IN EASTERN NEVADA

While the fact may be disputed by some, nevertheless I believe it is well established that the first gold discovered in Nevada was found by the Indians away back in the '50s along the old overland

stage road in what is now White Pine county. During the early '60s an overland stage station was located four miles south of Cherry Creek, in what was later called Egan Canyon, this station being established by Major Egan, Indian fighter of old Fort Ruby, at that time the first station west of Egan.

The Egan mill, run by water power from Egan creek, was one of the first, if not the very first, built in Nevada. The mill was built by Michael J. O'Connor, a Mr. Donohoe and a Mr. Kelly. These men, notwithstanding the high cost of mining and of mill construction, made considerable money. In fact, it was reported that the gold shipped from Egan canyon virtually financed one of the old-time banks of San Francisco, known as Donohoe, Kelly & Co. San Francisco was then comparatively a village and supply point for the territory south of Oregon City, Oregon.

Egan Canyon, like many other old-time White Pine camps, has had many ups and downs, and was virtually abandoned when the overland stages ceased to run after the Central Pacific railroad was completed in 1867. Nothing more was done in the way of mining development at Egan until along in the early '70s, when the same banking company, having been successful with its surface operations, believed that with rail transportation only one hundred miles distant deeper development would be profitable. The company then drove the Egan tunnel, tapping the water in the underground workings, and uncovered immense bodies of rich ore. A big stamp mill was erected and, under the management of General Rosecrans the company milled about three hundred fifty thousand dollars worth of ore before the vein pinched out in 1875 or 1876.

The writer spent some time in Egan during the fall of 1874, at which time the mine and mill

GEN. ROSECRANS.

EGAN CANYON.

were in full operation and making regular bullion shipments by Wells, Fargo & Company's express over Woodruff & Ennors' stage line to Humboldt Wells, (now Wells), Nevada. Egan at this time was known as a "one-man" town from the fact that Pat Lagon owned the only store, only saloon, only boarding house, nearly all the rooming shacks, the townsite, the water rights in the canyon, and a little ranch at the mouth of the canyon. This ranch was purchased along in the '80s by the late Charles Green, and it has been known ever since as the Green ranch.

Mr. Green, who was well and favorably known for many years in White Pine county, ran for the lower house of the legislature in 1876, the election resulting in a tie vote with P. M. (Doc) Ellison of White River. To avoid the expense of a special election the candidates agreed to shake dice for the honor, the throw being won by Mr. Green, who was again elected to the assembly in 1880. After serving his term in the lower house Mr. Green retired from politics until 1900, when he made the race for the state senate and defeated H. A. Comins by the narrow margin of eight votes. In both branches of the legislature he served the county with ability and integrity and justly ranked as one of the foremost citizens of the county.

The writer, who was personally acquainted with Mr. Egan, was induced to come to Nevada in the spring of 1874 through information given him by the major at Gold Hill (Deep Creek), Utah. Major Egan, at that time seventy years of age, was carrying mail, paid for by private contributions, on horseback between Deep Creek and Salt Lake City, a distance of about two hundred miles. Deep Creek at that time was quite lively, but not so much owing to mining activity as to the fact

that liquor was plentiful and there was a lively speculation in townsite lots.

It was here that the writer first met Tim Finnegan, who shot and killed Mr. Houston, night watchman at Ward, in 1876. Finnegan was not considered a bad man while sober but, like many others, when drunk was rather free in the use of a gun. It was Finnegan who, one night in Fred Snively's saloon at Deep Creek, shot Bill Saxton in the heel. Saxton, by the way, was a nephew of the late Mr. Saxton who was associated with the McKinley people in developing Robinson Canyon (now Ely) through the operations of the Canton Mining Company in the early '70s.

Egan Canyon was virtually deserted from 1875 to 1876 until about 1880, when the second boom hit Cherry Creek. The Donohoe-Kelly Company resumed operations with Bartholomew O'Connor, a brother of Michael J. O'Connor, as general manager and Frank Hallowell as superintendent. The company spent about one hundred thousand dollars trying to find the lost vein, but without success.

The question of the first discovery of gold in Nevada is somewhat disputed as to locality, and the writer does not pose as an authority regarding the matter, merely giving his version of the facts as told to him after he settled in the State in 1874. Some say that the first discovery was made by the Mojave Indians in Eldorado Canyon, on the Colorado river, in the extreme southeastern part of the State, a short distance north of old Fort Mojave. The first real mining of consequence for both gold and silver in Nevada was unquestionably done by the Mojave tribe in the '50s. It has been reported, though personally the writer cannot vouch for the fact, that the victims of the famous Mountain Meadows massacre, near the Utah-Nevada line, were on their way to Eldorado

Canyon. In this massacre one hundred and fifty of the best equipped emigrants who ever crossed the plains were entirely wiped out, and for which crime, John D. Lee, a resident of Utah (as leader of a gang of whites from Utah), paid the penalty with his life in 1877.

CHAPTER III.

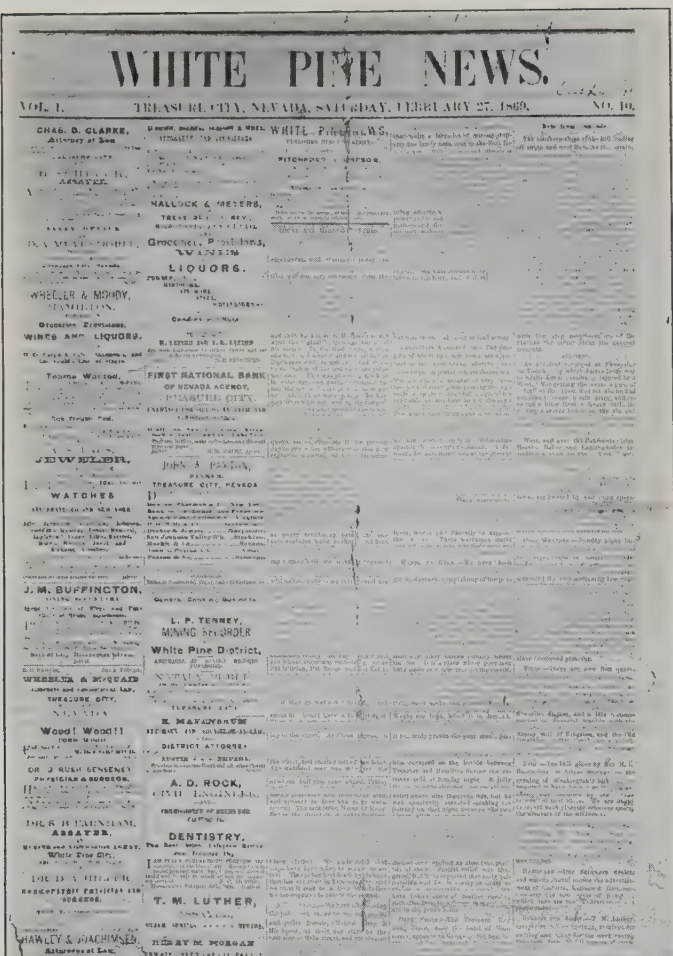
THE GLORIOUS PERIOD OF HAMILTON.

The history of Hamilton, one of the earliest and most productive of White Pine's camps, is perhaps as checkered as that of any, with the difference that it weathered the dull days following several booms, due chiefly to the unflagging belief in the town held by a number of old-timers.

After the prosperous and exciting days of '68, '69 and '70 the town slumped somewhat, but in 1874, when the writer first visited it, the county seat of White Pine county was still the supply camp for such places as Treasure City, Shermantown and Eberhardt. Its early population of fifteen thousand had dwindled, many of the treasure seekers being attracted by the finding of ore at Pioche in 1870, at Schellbourne in 1871 and at Cherry Creek and Eureka in 1872.

Though her glory was somewhat dimmed by the newer camps, Hamilton never lost her commanding place as a distributing point, stage and mail lines radiating from here to feed the other camps. The stage between Hamilton and Pioche at this time was operated by Gilmer & Salisbury, the route being from Hamilton over the Shellback range through White River valley to Pioche. This route was followed until about 1872, at the time of the discovery of the mines in the Robinson district, when Mineral City postoffice, now Lane City, came into being. The Hamilton-Pioche

BUTTE VALLEY
FRANKLIN VALLEY CLOVER
HUMBOLDT MOUNTAINS
CAMP HALLECK
Humboldt Peak
Ruby Mts.
CAMP RUBY
Ruby Valley
Spring Valley
Smith Cr.
Copper Pk.
Pass
Jacobs Well
Huntington V.
ELKO
Hot Sp.
5052
Mt. Mount Area
Pilot Peak
Pilot Pk.
Spring Cañon
Butte Station
EGAN MOUNTAINS
EGAN VALLEY
Round V.
Gilford Run
Summit Sta.
Summit Sta.
Eimers Trail
Pass
Pass
Pass



WHITE PINE NEWS.

VOL. I. TREASURE CITY, NEVADA, SATURDAY, FEBRUARY 27, 1869. NO. 10.

CHAS. D. CLARKE, Attorney at Law

HALLOCK & MEYERS, TREASURE CITY, NEVADA

Grocery, Provisions, WINES

LIQUORS.

WHEELER & MOODY, HAMILTON, Grocery Provisions, WINES AND LIQUORS.

Tobacco Wanted.

FIRST NATIONAL BANK OF NEVADA AGENCY, TREASURE CITY.

JEWELER.

WATCHES

JOHN A. PARTON, BANKER, TREASURE CITY, NEVADA

J. M. BUFFINGTON, TREASURE CITY, NEVADA

L. P. TENNEY, MINING RECORDER White Pine District, NEVADA

WHEELER & McQUAID, Attorneys and Counselors at Law, TREASURE CITY, NEVADA

Wood! Wood!!

DR. J. RUSH GENSENEY, PHYSICIAN & SURGEON.

E. MAYENBAUM, DISTRICT ATTORNEY

A. D. ROCK, CIVIL ENGINEER.

DR. S. BEARNHAM, ASSAYER, White Pine City.

DENTISTRY.

DR. D. V. HILLER, HOMOPATHIC PHYSICIAN AND SURGEON.

T. M. LUTHER, TREASURE CITY, NEVADA

HAWLEY & JOACHIMSEN, Attorneys at Law, TREASURE CITY, NEVADA

HENRY M. MORGAN, TREASURE CITY, NEVADA

13246

WHITE PINE NEWS, FEBRUARY 27, 1869.

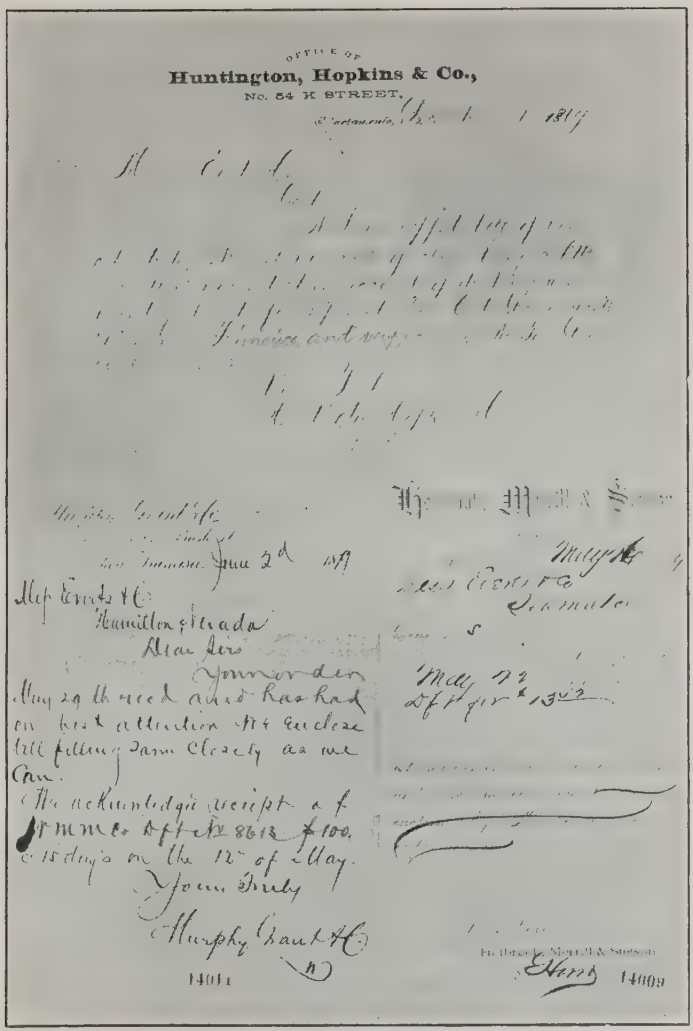
stage was then changed and routed east from Hamilton through Mokomoke mountain, traversing the Cleveland grade, established by the late A. C. Cleveland, through Illipah canyon, past the Mineral City postoffice, thence south by way of Willow creek and Bullwhack summit, through Cave valley, Patterson and Bristol mining districts to Pioche.

A branch stage line at this time left Mineral City, going north by way of Hercules gap, where extremely rich ore deposits had been uncovered, continuing through Steptoe valley to Shellbourne and across the valley to Cherry Creek.

Hamilton also received mail and passengers from Elko by way of Huntington valley, the stage lines being operated by Woodruff & Ennors until the discovery of ore in Eureka in 1871, when the Hamilton-Elko route was discontinued and the Hamilton, Eureka and Palisade route established by the same firm and continuously operated until the construction of the Eureka & Palisade railroad in 1875-76. Stages thereafter were operated to Hamilton by Gilmer & Salisbury.

Stage drivers and Wells Fargo guards in those days risked their lives on every trip and tragedies of the road were by no means infrequent. One of the brave messengers, Eugene Blair, was held up many times but never gave up the treasure box, and always put up a winning fight. When he mounted the boot of a stage-coach he was the terror of the highwaymen and they generally tried to get him first before ordering hands up but they never succeeded.

Mention of Hamilton would be incomplete without calling to mind some of the business men whose steadfast belief in its future withstood the blow sustained through the great fire and the exodus of thousands to the new mining fields. Per-


OFFICE OF
Huntington, Hopkins & Co.,
No. 54 K STREET,

CORRESPONDENCE OF EVERTS AND COMPANY, NOW IN POSSESSION OF NEVADA HISTORICAL SOCIETY.

haps the best known among these merchants were James Mathewson and P. Everts, engaged in the general merchandise business under the firm name of Everts & Company until 1876, when the business was taken over by C. A. and J. B. Mathewson and operated under the name of Mathewson Brothers. Jim Mathewson, until his death in 1876 or 1877, ranked as one of Nevada's most successful business men.

Mr. Everts, after quitting the merchandise business, assumed the management and general superintendency of the Eureka & Palisade railway, a position which he filled with great credit for many years.

C. A. Mathewson, better known as Arthur, after closing out his business interests in Nevada, emigrated to Mexico, where he amassed a comfortable fortune during the presidency of Porfirio Diaz. When the revolution against Diaz broke out he moved to California, making his home in Hollywood, a suburb of Los Angeles.

Jerome B. Mathewson, like many of the old-timers, remained at Hamilton, backing his faith in the camp with his money and spending thousands of dollars in unsuccessful pursuit of new ore veins. He left Hamilton after suffering a breakdown in health and spent his last days in Ely. The writer was well acquainted with Jerome Mathewson during twenty-eight years of his business career and can conscientiously say that in all that time Jerome never knowingly wronged a single man. He was a citizen of whom Hamilton may well be proud.

Hamilton, during its checkered career, has met with a number of financial disasters which were staggering and hard to overcome, but the city managed to pull through all of them due to the steadfast faith in the city held by the old-timers. Early in the '70s after the city had been incor-

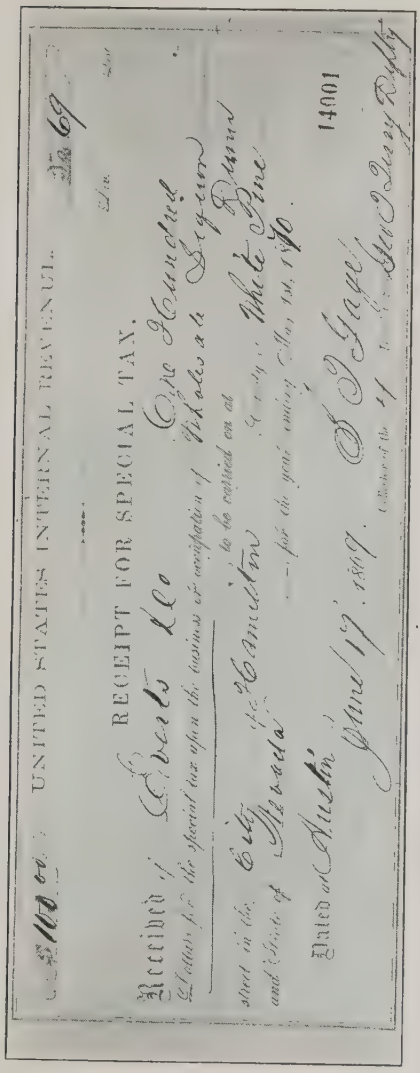
BUSINESS RECEIPTS OF EVERTS AND COMPANY, 1869.

porated, a Mr. Harper, I believe, was elected mayor. He later defaulted and about the same time the peculations of Treasurer Lewis Cook were discovered. These two disasters completely bankrupted the city, as well as crippling the county to a marked degree.

The city was just struggling back to normal conditions when it received another crushing blow in the fire of 1872. The next decade proved a hard, uphill struggle and the city and county were again beginning to see the light when, in 1882, the embezzlement of over eighteen thousand dollars by George P. McConkey, county treasurer from 1874 to 1882, was discovered. Auditors found that the money had been taken ten years before, being skillfully covered up, and for this reason the county was unable to recover from his bondsmen.

Only a few years later the courthouse was destroyed by fire, and at this time Hamilton passed through her darkest days. The total gross revenue of the county at that time was from thirty-one thousand dollars to thirty-three thousand dollars, seldom exceeding thirty-five thousand dollars, but her citizens, with undiminished confidence in the future of the city and county, put their shoulders to the wheel and succeeded in weathering the storm.

With the passing of years one's perspective naturally changes, and in chronicling early White Pine county days memory recalls first of all the number of unique characters gathered in Hamilton over forty years ago. These men, who at that time seemed a natural part of their environment, glimpsed back through the passage of years, are now recalled as of a type that made the West famous and, having tamed the wilderness and accomplished its purpose in life, is now almost extinct.



UNITED STATES INTERNAL REVENUE. No. 69

RECEIPT FOR SPECIAL TAX.

Received of Everts & Co. One Hundred Dollars for the special tax upon the business or occupation of Wholesale Liquor

to be carried on at Street in the City of Hamilton County of White Pine and State of Nevada for the year ending May 1st, 1870.

Dated at Austin June 17, 1869. S. I. Gage, Collector of the 4th Dist. Geo. Terry Deputy

14001

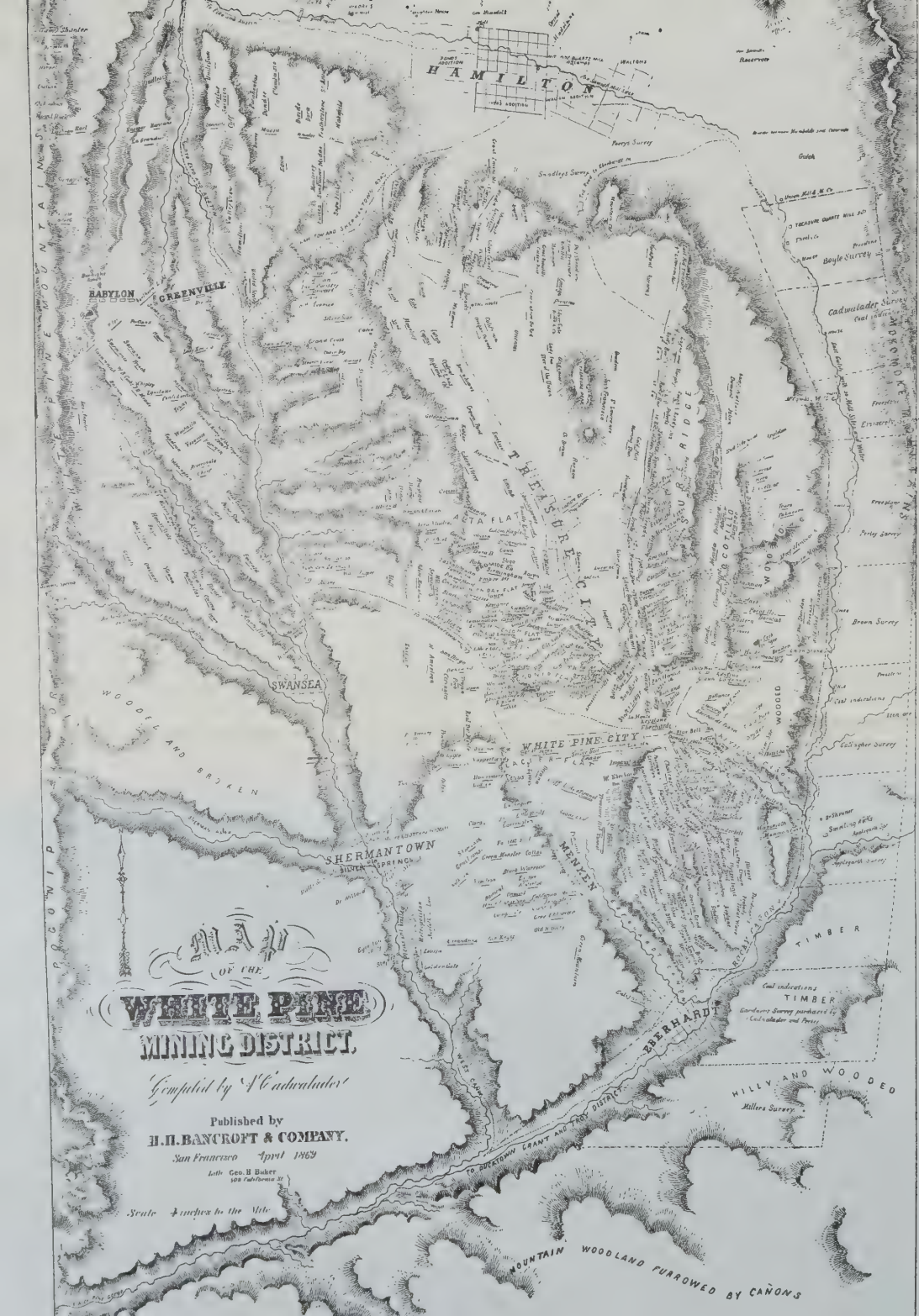
EVERTS AND COMPANY RECEIPT FOR SPECIAL TAX.

To every early-day resident of the White Pine district the name of Colonel Joseph Grandelmyer is familiar. This colonel stood out as a real character in those times, when to be merely unique was no distinction. Colonel Grandelmyer, who posed as an authority on metallurgy and lexicography, was always on hand when the stages arrived to explain to newcomers the unparalleled advantages of the district.

The colonel for many years was employed as a watchman of all the old mills in the district, abandoned for years but on which taxes and insurance were kept up by their San Francisco owners. At the time the great fire was raging the colonel sent a rush message to San Francisco informing the mill owners that he was saving the mills but losing his wardrobe, of which he was inordinately proud. Promptly came an answer back asking the colonel to save his wardrobe if possible, but by all means to let the mills burn.

Though scarcely to be classed as a resident of Hamilton, Mrs. Alice Shekel, owner of Shekel's ranch, at Shekel's station, twelve miles east of Hamilton and who for years conducted a hotel at that point, is closely bound up with the history of the district. She was one of the earliest settlers in the White Pine country and for a score of years every stage coming into the district passed her door. Her hospitality was universally known throughout the district, and stage drivers made it a rule to stop in order to enjoy a meal and comfortable bed at Shekel's station. Mrs. Shekel was never known to let a hungry man pass her door. She spent most of her four-score years in Nevada and only recently was laid to rest in the Sacramento cemetery.

James R. Withington was another settler who was a familiar figure in the early history of Hamilton and to whom the camp owes much. Mr.



HAMILTON
HABYLON
GREENVILLE
TREASURE CITY
SUR RIDGE
ALTA FLAT
SWANSEA
WOODED AND BROKEN
WHITE PINE CITY
SHERMANTOWN
SILVER SPRINGS
MENKEN
EBERHARDT
TIMBER
HILLY AND WOODED
Millers Survey
Boyle Survey
Cadwalader Survey
Brown Survey
Gallagher Survey
Coal indications
Gardners Survey purchased by Cadwalader and Perry
TO DUCKTOWN GRANT AND TROY DISTRICT
MOUNTAIN WOODLAND FURROWED BY CAÑONS
OF THE
WHITE PINE
MINING DISTRICT.
Compiled by A. Cadwalader
Published by
H. H. BANCROFT & COMPANY.
San Francisco April 1869
Lith. Geo. H. Baker
Scale 4 inches to the Mile

Withington erected the Withington hotel in Hamilton, at that time by far the most expensive structure of the kind in the State. He at one time had extensive land holdings and stock interests in the White River valley until along in the '70s, when he opened up a wholesale meat supply business in San Francisco in competition with Lux & Miller, shipping thousands of cattle from Nevada to the bay city. However, the California cattle kings made short work of "Jeems," as he was familiarly known.

In a condensed account of early Hamilton days space forbids the mention of hundreds of well-known characters who have left their imprint on the city's history, but mention of a few may be permissible. Among these were A. Skillman who, after selling the White Pine News in the latter '70s, moved to Eureka, where he edited the Sentinel for many years; Mr. W. R. Forrest, one-time owner of the News and county clerk in the latter '70s; Sam Woodin, one-time county commissioner of White Pine county; J. H. Lockwood, for years county commissioner and also county treasurer; B. K. Davis and Charles Thackston, both of whom served as district attorney; William Timson, county recorder, and Samuel Liddle, county treasurer and who also served in the state assembly.

Other men who stood out in early-day history include R. Sadler, who moved to Eureka in 1874, was elected lieutenant-governor in 1894 and succeeded to the governorship in 1895 on the death of Governor Jones, being elected governor in 1898; Eugene Robinson, founder and builder of the mill and town of Seligman, on the west side of White Pine mountain, in 1886; W. A. Kendall, who operated the Jennie A. Mine, thirteen thousand feet above sea level, on White Pine mountain, in the'70s; John McKernan, county

clerk; William Pardy, cashier and manager of the White Pine County bank; Thomas Rockhill, who served in the state senate in 1880; Dennis and Ed McEllen, who owned and operated the McEllen mine, which produced thousands of dollars; Thomas Cornell, locator and owner of the Cornell mine on the western slope of White Pine mountain; Robert Meyerhoff (Toll House Bob), who operated the toll road between Eberhardt and Hamilton; H. A. Comins, state senator; Thomas Robinson, one of the original locators and operators of the old Trench mine, on the southern end of White Pine mountain, and who for years was superintendent and general manager of the old Bay State mine and mill, in the Newark district, just west of Hamilton; Major Henry, who surveyed, financed and operated the Henry tunnel under the east side of Treasure hill, and Uncle Tom Starr, who carried mail on snowshoes between Hamilton, Treasure City and Eberhardt during the winter season.

CHAPTER IV.

RICH MINES OF EBERHARDT.

While Captain Frank Drake can scarcely be called the "father" of Eberhardt, that camp being a thriving community in the early '70s when he went to work there as a machinist for the North Aurora Mining Company at Treasure City, he should at least go down in history as its fairy godfather, for due solely to his initiative and ability the camp was saved from being entirely deserted when the North Aurora Company decided to suspend operations.

To begin at the beginning, as all proper stories should, one must first introduce the character of an Indian, Napias Jim, as he was later known,

REINHOLD SADLER
Who succeeded to the governorship in 1895 on the death of Governor Jones, being elected governor in 1898.

whose lucky find of a valuable ore outcrop first set the feet of Captain Drake toward fortune and incidentally insured freedom from want for the redskin for the balance of his life.

It was just after the completion of a wonderful and costly tramway built by the North Aurora to connect its mine on Treasure Hill with the big mill at Eberhardt that the ore vein pinched out and the mill burned almost at the same time, making a total loss of three hundred thousand dollars. The North Aurora Company, owned by British capitalists, was discouraged and ordered all work stopped.

Just before the order was received from London by Mr. Filpotts, manager for the English interests, Napias Jim (napias being the Indian word for money) brought a sample of ore to Frank Drake with the remark, "Mebbe so napias." Drake at once realized the value of the ore and took the matter up with Ed Applegarth, his partner, who was a teamster engaged in hauling freight to the mines.

Taken by the Indian to the place where he had found the ore, the men filed on the claim, which was south of the property of the North Aurora and was first called the South Aurora but later incorporated with the former company as the Eberhardt and Aurora Mining Company, Limited.

Applegarth left at once for London with a view to consolidating the new mines with the North Aurora property and had little difficulty in effecting the combination, but the English owners, having pocketed one big loss, were adamant when it came to advancing a nickel for development of the new property. Applegarth, however, gained their consent to sell stock in the new corporation, provided the original owners were not levied on or held liable in any way.

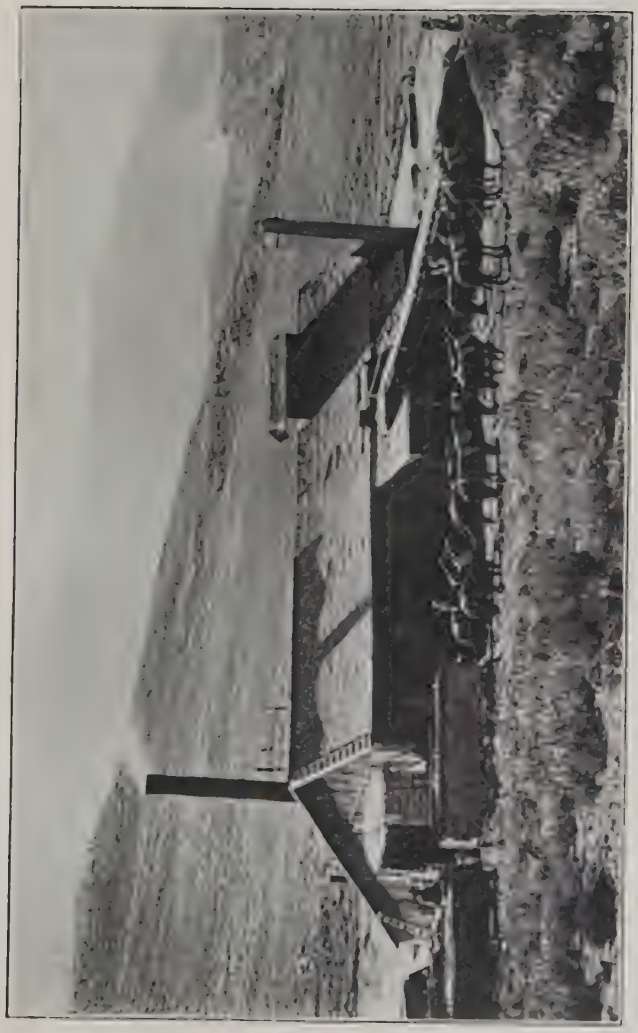
HAMILTON RUINS.

While Applegarth was in London shaping plans to sell stock Drake was no less busy at Eberhardt. On the strength of his known honesty he was able to keep up a little development work, and it was at this time he uncovered the largest and richest body of free milling ore ever discovered in the district. Needless to say, with this showing he was soon able to secure ample capital to finance a new thirty-stamp mill on the site of the burned structure at Eberhardt. The result was unparalleled prosperity for the entire White Pine district, which was rapidly being depopulated. The strike gave a new lease of life to Hamilton, the large monthly payrolls helping to keep that town on the map.

In less than five years from the time that Drake assumed charge of affairs he had repaid to the English stockholders of the original North Aurora company the three hundred thousand dollars they had lost through the destruction of the mill and had paid to himself and Applegarth thirty thousand dollars in dividends. In addition to this he had in the company's treasury one million two hundred and fifty thousand dollars when the ore vein pinched out in the spring of 1876.

Being then of the opinion that the mine's resources were exhausted, Drake cabled to London saying that he did not feel justified in doing further development work and asking what disposal should be made of the money in the treasury as well as the company's other interests. In reply came a cable summoning Drake to London, where company officials proposed to him that he expend the money in exploration work on Treasure Hill. Drake replied that he did not feel like assuming this responsibility unless the company sent one of its own engineers to make a report on the property and to advise the work.

The London stockholders of the North Aurora



HAULING ORE FROM TREASURE HILL TO SMOKY MILL, HAMILTON.

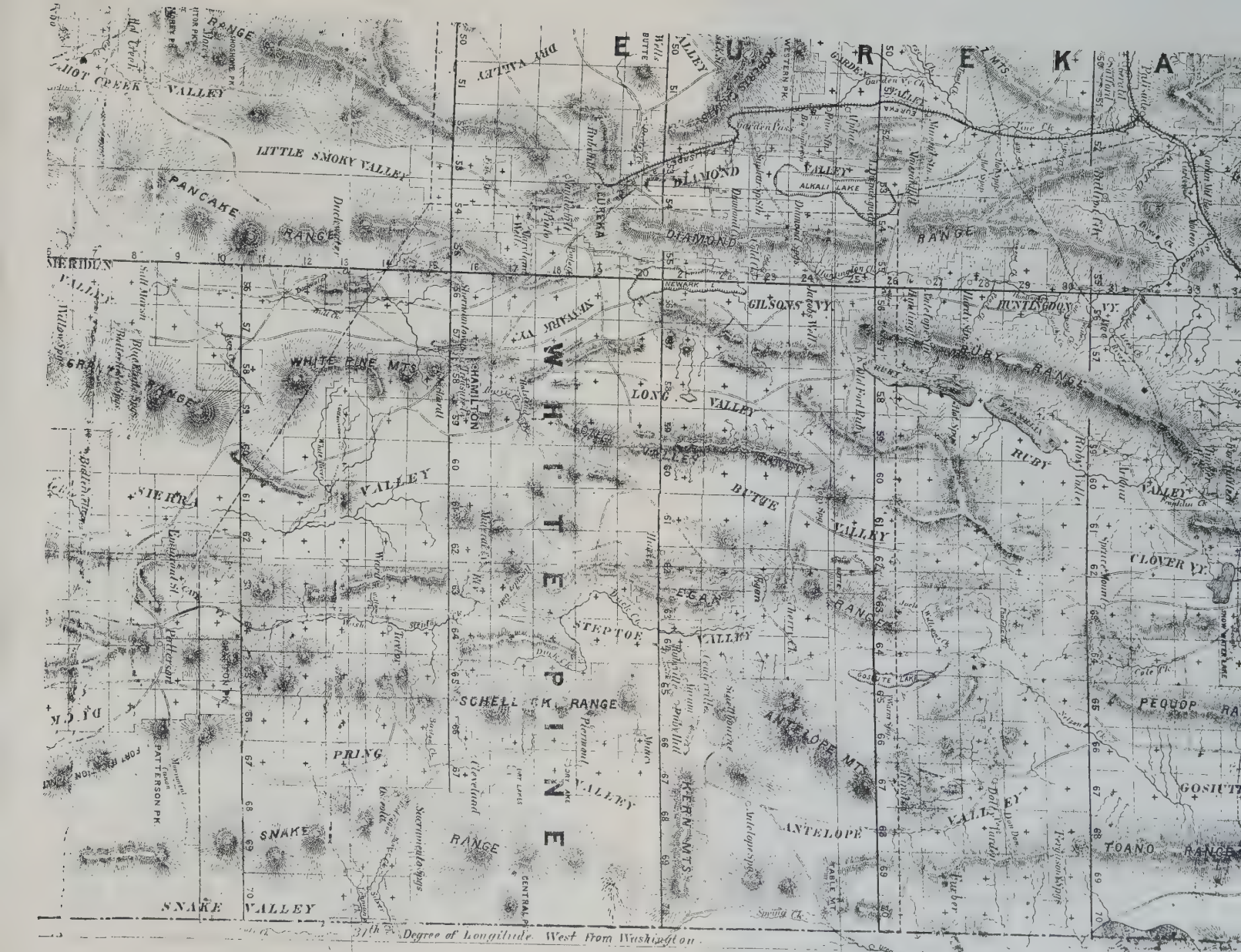
at this time were the largest mine operators on the European and Asiatic continents. The board had no difficulty in selecting an engineer, a man of many years experience who later submitted a report favoring the development work outlined by the board of directors.

These details come vividly to mind from the fact that at this time the writer was supplying wood and coal to the Eberhardt and Aurora company and, like everyone else, was on the qui vive to learn the latest news from London and to know if he woud have to hunt new fields. This period of uncertainty preceded the bright days that were to follow.

The first news that development would probably be pushed came when Captain Drake reached New York late in June, 1876 and on July 4 following, when the anniversary of the country's natal day and the rebirth of Eberhardt were fittingly celebrated, honors were equally divided by George Washington and Captain Frank Drake—and many would have mentioned Drake first.

Captain Drake not only expended the one million two hundred and fifty thousand dollars in exploring Treasure Hill in accordance with the engineer's plans and recommendations, but many more thousands in addition without finding a single pound of pay ore and old Eberhardt was finally abandoned in 1886.

Drake's mining fame rests not alone on his accomplishments at Eberhardt, and though it is scarcely a part of this story brief mention might be made of it. It was in the winter of 1882-3 that Drake was called upon by the London directors to go to Montana and examine and report on the Drum Lummon mine, for the purchase of which the English interests were negotiating with Thomas Cruse. Within twenty-four hours after Drake had made a favorable report on the



E U R E K A
HOT CREEK VALLEY
LITTLE SMOKY VALLEY
PANCAKE RANGE
DIAMOND VALLEY
ALKALI LAKE
DIAMOND RANGE
GILSONS VY.
HUNTINGDON VY.
RUBY RANGE
WHITE PINE MTS.
HAMILTON
LONG VALLEY
BUTTE VALLEY
RUBY VALLEY
CLOVER VY.
SIERRA VALLEY
EGAN RANGE
STEPTOE VALLEY
SCHELL CK. RANGE
PRING VALLEY
ANTELOPE MTS.
ANTELOPE VALLEY
PEQUOP RANGE
GOSIUTE
TOANO RANGE
SNAKE RANGE
SNAKE VALLEY
PATTERSON PK.
KERN MTS.
31th Degree of Longitude West From Washington
Abapah
Great American Desert
U T A H

property a first payment of five hundred thousand dollars on the purchase price of one million five hundred thousand dollars was cabled from London to the account of Mr. Cruse in New York. It was this property that for a time gave Lombard street, London, a corner on the silver market of the world, stock being sold on a fifty million dollar basis within three years of the time the property was acquired. Drake was later sent to Mexico in the late '80s to erect a stamp mill for the London interests. While he was in the south his health failed and he later died in California.

While Frank Drake was undoubtedly the guiding genius whose name for many years spelled prosperity for Eberhardt, credit must also be given to his partner, Ed Applegarth. Applegarth, as has been previously mentioned, was a teamster at the time he formed his partnership with Drake. It was he, by the way, who brought the first load of hay ever hauled to Treasure Hill, bringing it from the Reese River valley south of Austin. Applegarth brought six two-hundred pound bales and before it was unloaded from his six-horse wagon he disposed of it all to eager buyers at one hundred dollars a bale. It might be interesting to note that at this time, in the latest '60s, flour was selling at fifty dollars for a forty-eight-pound sack, with everything else in proportion.

Other friends of Captain Drake who stood by him in the dark days before the finding of ore and while Drake and Applegarth were trying to finance their new company were: Perley Rowell, mill foreman; Henry Randall, head amalgamtor; P. M. Reisch, chief carpenter during the construction of the new Eberhardt mill in 1873-4; and John Raum, for many years watchman of the mill and town of Eberhardt. These men, with unbounded faith in the ability and integrity of

Drake, worked for months without pay and willingly paid their expenses out of their own pockets until such time as Drake could make good his belief in the future of the camp.

In May 1875, when the writer first visited Eberhardt, he found it a thriving little town. Few of the residents of that day, however, are now living. Alex Muir, then as now, was a highly respected citizen and was engaged in hauling ore from Treasure Hill to the Eberhardt mill. Jacob Lewis and O. M. Converse were similarly employed.

Pat Casey in those days was a political personage to be reckoned with. Pat, who for fifteen years was custodian of the old Sanford mill, one of the old landmarks of Eberhardt, will be long remembered by his political opponents. He moved to California along in the '80s and was one of the prominent leaders in the management of the O'Donnell mayoralty campaign in San Francisco during the late '80s.

Adam Johnson, postmaster of Eberhardt for many years, will be easily recalled by old-timers owing to the fact that he was the first man to introduce the ten-cent piece into the camp, the quarter dollar previously being the smallest coin used. The dime was unpopular and the author of the innovation was promptly dubbed "Ten-Cent Johnson," a nickname which stuck to him while he remained in the camp.

One of the tragedies of the camp was the murder of Jim Beck, a popular resident, who was stabbed to death by a newcomer named Jackson, a bad man from Arizona. Beck, though mortally wounded, succeeded in wresting the knife from his assailant and inflicting fatal wounds. Beck died within a few minutes while Jackson succumbed the following day in the county hospital at Hamilton.

Frank Dana, another old-time business man of Eberhardt, was killed in a team accident on the grade between Hamilton and Eberhardt while returning from the Fourth of July celebration at Hamilton on July 4, 1875. It was about this time that the writer first met W. C. Gallagher, who was a brother-in-law of Mr. Dana and came west to wind up his affairs.

Other Eberhardt pioneers of whom brief mention may be made were Colonel Thomas Spikens, locator of the Tin Pot mine; Frank Enos, who was interested in the hotel and boarding house business with Norah Ahearn; William Hawkins, who owned and operated the toll road between Eberhardt and Hamilton until he disposed of it in 1874 to Bob Meyerhoff; and Oliver Drake, who leased and worked over the old Eberhardt tailings dump in the latter part of the '70s.

CHAPTER V.

EARLY PIONEERS OF ROBINSON.

The Robinson district in the early '70s comprised what was known as Ely, Lane City, Keystone, Ruth, Copper Flat, Reipe Town and Pilot Knob, all of these camps receiving their supplies from Mineral City, a town of perhaps three hundred people, situated about the center of the district. While the writer found the camp rather quiet in the fall of 1874, the previous summer and winter had seen considerable excitement owing to the discovery of mineral at Lake district, a few miles south, at Hercules Gap, a few miles north, and at Tamerlane, about the same distance east of Mineral City.

All these camps, then in their infancy, secured their supplies from Mineral City, the nearest dis-

tributing point. The next nearest supply stations were Hamilton, fifty miles west; Cherry Creek, sixty miles north; Pioche, one hundred and twenty miles south, and Desert, Utah, one hundred and twenty-five miles east. Freight for Cherry Creek, Mineral City and Pioche was hauled from Toano (now Cobre) by mule and ox teams.

The business of Mineral City in 1874 was controlled by a few men. The largest mercantile establishment was that of Henry and Fred Hilp, operating under the firm name of Hilp Brothers, Henry Hilp being postmaster. In addition there was a men's furnishing store operated by a Mr. Swartz, a saloon run by Sam Jones, another by Billy Moss and Jack Irvine, and a saloon and gambling house by Mose Storer. Faro was a popular pastime, and in Storer's place there was always a "bank" of five thousand dollars in gold twenties for the wayfarer who wished to try his luck, Frank Bacon being the dealer and George Tyler the lookout.

Joseph S. Carothers, then engaged in mining and assaying was a candidate for sheriff in 1878 but, like three other good democrats who had previously made the race, was defeated by Ed Raum, republican, who held the office for four consecutive terms. Judge Walsh, a well known pioneer, at this time was operating the little smelter in the canyon just below town, having leased the furnace and mine from the Canton Mining Company and let a contract to George Knox to mine the ore. Ben Snell, well known to all early-day residents, was head man at the smelter, his stepson, Joe Peroult, and Charlie Beckwith being the engineers.

Tom Hannigan, Abe Travis, Billy Boyce and the writer during the winter of 1874-75 took from a pocket in the old Elijah mine on the hill just

A PIONEER HOUSE AT LANE CITY NEAR ELY.

OLD GOLD MILL, ELY.

north of town twenty tons of ore per day for Mr. Knox, the ore averaging something like eighty ounces in silver and from sixty to seventy per cent lead. This ore was hauled off the hill to the smelter by Thomas Sillyman, who recently was laid to rest in the Ely cemetery.

The Canton Mining Company, which built the little smelter in the canyon below town, was an Ohio concern, the leading stockholders being Mr. Aultman of the Aultman Manufacturing Company of Canton; a Mr. Saxton, also a Canton capitalist and the late President William McKinley, who invested eighty thousand dollars in the Robinson district, the greater part of this money being borrowed from the Aultman and Saxton interests. As security for his money McKinley pledged his interest in twenty-nine patented claims in the Robinson canyon. At the time McKinley made the race for president his friend Mark Hanna paid off the indebtedness in order to leave McKinley free and unfetterd in the race. While many people were doubtless aware that Hanna had come to the relief of McKinley in 1896 they were probably unaware that the money was advanced for expenditures made by McKinley in the Robinson district twenty years before. During the time Mr. McKinley served in congress he was a free-silver advocate, but changed over to the gold standard when he was nominated for the presidency.

The leading hotel and restaurant in the camp was owned and operated by Mrs. Fanny Yates, who was one of the earliest settlers in the Robinson district and who for many years ranked as one of the most progressive and farseeing citizens of the country. A leader in both business and social life, Mrs. Yates was the first to build in and start the town of Ward in 1875, erecting what

was the leading hotel during the palmy and thriving days of that camp.

When Ward began to decline in the early '80s the mines of Taylor were uncovered and, as in the Ward and Robinson districts, Mrs. Yates was the first on the ground and erected the first and finest hotel in the camp. Mrs. Yates was a firm believer in spending her money in the district where she made it and this progressive spirit won her the lasting friendship of all the old-timers and insured her great success in all her business ventures. Her activities were not confined solely to her hotel business, as she had the reputation of staking more prospectors and giving financial assistance to more needy miners than any other person in the entire district.

While helping in the upbuilding of the district, Mrs. Yates did not neglect her family but educated her two daughters, Mollie and Julia Fouts, in Mills seminary, California, the girls returning to the Robinson district after completing their college and musical education.

Dr. Brooks, who for many years was the only physician in the district, with the aid of Boston capital built the stamp mill and started the town of Silver Canyon (Aurum) along in the latter '70s. Mat Gleason was also a leader in Mineral City affairs at this time, operating a hotel.

"Doc" Bell drove the stage when the writer travelled from Cherry Creek to Mineral City in November 1874. The stage left Cherry Creek at one a. m., taking breakfast at the Nat Luce ranch, thirty miles distant, and reaching Mineral City in time for lunch. Change of stages was made at Mineral City, John Condon taking charge, reaching Shekel's Station for dinner and arriving at Hamilton at seven p. m.

Condon, who, by the way, was somewhat of a character in the district, mounted the Fair band-

wagon and rode to Carson as a legislator, serving in the lower house from 1880 to 1882. Condon established the unique record of introducing only one bill, which was to make an appropriation for stationery for members of the house. The Condon bill provided three hundred dollars for this purpose, but his fellow members amended the measure to appropriate only sixty dollars, and in this form it was passed.

Sam Mosier, another of the old-timers, served as county commissioner along in the '70s. Mr. Mosier owned a ranch near the sink of Steptoe Creek and was a great lover of fast horses, being the breeder and owner of the two noted racers, Harry and Sooner, which repeatedly captured the biggest purses offered at the state fair at Reno and also made new records in races on the Bay State track in California. While the horses were full brothers, Harry's records were made for the half-mile while Sooner proved better in the mile events. At Mr. Mosier's death the ranch was sold to Henry Hilp and later was purchased by Mart Guptil.

A. T. Lowery, another of Mineral City's respected citizens, owned the next ranch above Mr. Mosier's and sold it to Jake Shallenberger along in the '70s. Mr. Lowery ran for assessor in 1874 but was defeated by John Williamson of Hamilton.

In the early '80s Robinson canyon was virtually a deserted camp, about the only inhabitants of the district at that time being "Uncle" John Ragsdale, who was totally blind, a one-eyed man named Cox, and A. R. ("Buckskin") Watson, who was also blind in one eye. These three men, however, never lost their confidence in the future of the district, and the writer has often recalled a prediction made by Mr. Watson.

"Robinson canyon will be flourishing when

grass is growing in the streets of Ward and Taylor," said Mr. Watson. "The public must not think because we three men have only two good eyes between us we cannot see good prospects ahead for our camp." That this prediction has been amply fulfilled is easily seen, yet at the time the prophecy was made earlier residents, who had left for more prosperous camps, would have scoffed at it. While Mr. Watson and Mr. Ragsdale did not live to see the prosperous days return, both died firmly believing in the future greatness of the district.

"Uncle" John Ragsdale, one of the oldest pioneers of the state and who numbered his friends by thousands, was engaged in freighting at Toano in the spring of '74, when the writer first visited that town. Mr. Ragsdale at that time was hauling freight between Toano and Mineral City perhaps making an occasional trip to Pioche. He later quit freighting to engage in the hotel business and mining at Mineral City. It was while working one of his mining claims along in the late '70s that Mr. Ragsdale was injured, finally losing the sight of both eyes in spite of efforts of specialists to save his sight.

It was at Toano at the same time the writer met Dave Snooks, commonly known as "Shotgun Dave" from the fact that he could work smaller mules and more of them to one string of wagons than any other freighter on the road. Dave on this trip was loading out for Deep Creek, Utah, and took along the writer and his traveling partner, Al Forrest. Freight teams from Toano for Deep Creek at this time went south through Steptoe valley to old Silver Zone pass, east through the mountains, and thence south through Salt or Fish Lake valley to Deep Creek.

It was while camped in this valley the second night out from Toano that a number of team-

sters, as well as the writer and his partner, had a narrow escape from death. To avoid the cold night air the entire party had camped in a narrow ravine, the banks rising steeply on both sides. The moon was shining brightly when we went to sleep, but during the night, preceded only by a roaring sound, a great wall of water swept down the canyon, and the members of the party had just time to climb the steep banks to safety when the flood arrived. An early daylight inventory showed no damage beyond the loss of a set of Arthur Moore's harness, Al Forrest's hat and Dave Snooks' pants, which diligent search failed to locate. The deluge was caused, we learned later, by a cloud-burst during the afternoon in the mountains many miles west of us.

Even the briefest history of the Robinson district would be incomplete without mention of at least a few of the early-day settlers who were prominent in the camp. Among these were William Crary, one of the discoveries of Lake district in the early '70s, and Joseph Thompson (Tamerlane Joe), one of the locators of Tamerlane townsite in '72 or '73. Mr. Thompson held down Tamerlane for years, locating and relocating old claims of the district until along in 1886 or 1887, when he sold all the timber rights from his mining claims to the writer, who cut and delivered the wood to the Argus mill for fuel.

John Bonnifield, for years a prospector in the district, was also constable and night watchman at Mineral City. Mr. Bonnifield was the first to start placer mining in the district. Having obtained permission to work over some of the old dumps in the canyon below the furnace, in the winter of '74-5 he extracted between three thousand and four thousand dollars through what was known as the dry-wash process.

Jakie Henderson was another of the old-time

prospectors who stayed with the district for years, but he was finally forced to hunt new fields. Other well-known business men of the early days included Sam Roach and Dick Fossett, who ran the livery stable and a blacksmithing and wagon-making shop, and W. R. Bassett, saloonkeeper. Harry Featherstone, who located the Keystone mine, kept the station, postoffice and a little eating house down on the creek where Ely is now located. The postoffice and station were called Murray Creek until the legislature in 1885 made the appropriation to build the courthouse, with the name of Ely for the townsite.

In the early '70s Steptoe valley, reported to be the longest valley west of the Mississippi, extending two hundred and twenty miles from Thousand Spring valley, twenty-five miles north of Toano, to Bullwhack pass, twenty miles south of Ward, was sparsely settled. North of Cherry Creek were ranches owned by Mr. Matthews, Mr. Ballinger, Mr. Nelson, Ed Kelly, Pat Green and Pat Dolan. South of Cherry Creek were John Burchert[1] of Rabbit creek and Mrs. Rawlins, who married William Garrison in the early '80s. Mr. Garrison was shot and killed by Jim Strange at Cherry Creek on election night in November, 1882. Mrs. Garrison later married David Biggs, who died at Duck Creek in the early nineties. Mrs. Biggs, who spent most of her life in White Pine county, engaged in ranching and stock-raising, ranked with the most enterprising citizens of the district. She not only managed her business affairs successfully but raised a large family of children, all of whom were a great credit to the community.

Other settlers along Steptoe valley included C. F. Goodrich and Victor Shepard, who had

[1]Perhaps Borchert.

settled at the Hotsprings, eighteen miles south of Cherry Creek. D. W. Perley, who served in the state senate at Carson in the late '70s, owned what is now the D. W. Campbell ranch and had stocked it with California horses and cattle. Nat Luce also owned a ranch in the same section, and a Mr. Green in 1874 lived on what was later known as the Nat Luce ranch. Mitchell and Lyons lived at this time at what was later known as the Ole Hanson ranch. H. P. Mollison was one of the earliest settlers of Steptoe valley and was one of our best citizens.

At Duck Creek were located Mike, Tom and Pat Freehill, Calvin Wallack,[1] P. M. Reisch, Jerry Kent, B. B. Bird and John Berry, the latter having located a sawmill at Berry creek, a tributary of Duck creek. Mr. Bateman owned the ranch at the mouth of the canyon, a place which I believe was later purchased by the late W. C. Gallagher.

Mr. Ogden and many others at that time were engaged in raising barley, in fact the five miles between the Gallagher and Cowger ranches, now McGill, was almost a continuous field of grain. Whole barley met ready sale at one hundred dollars a ton on the ranch and hay also commanded a fancy price owing to the fact that the valley was lined with freight teams running between Toano, Mineral City and Pioche. Farmers in the valley were prosperous until 1876, when the Utah Southern railroad, built by the Mormon church, was extended from Springville to Juab, Utah, after which time all Pioche freight was diverted to Juab.

Probably the leading freighters in the early days of Pioche, Mineral City and Cherry Creek was a firm composed of a Mr. Moffatt and Perry

[1]Perhaps Warlje.

Gossett, familiarly known as "Moff and Goss," who operated both ox and mule teams, oxen being used only during the summer grazing period. Freight hauled by oxen cost fifty dollars a ton, while that brought by mules cost seventy-five dollars to one hundred dollars. When the Utah Southern was extended to Juab, Moffatt and Gossett moved to the Cornucopia mining district, north of Tuscarora, in northern Elko county, where Mr. Gossett died in the late '80s.

CHAPTER VI.

SCHELLBOURNE'S EARLY GLORY.

Schellbourne, just across the valley eighteen miles east of Cherry Creek, in the early '70s was a prosperous camp but by the summer of 1874, when the writer first dropped into the town after crossing the Schell Creek range at an altitude of eight thousand five hundred feet and down the western slope through a beautifully watered canyon, the camp appeared somewhat deserted. Signs were not lacking, however, of considerable recent mining activity, at least two or three idle quartz mills bearing mute testimony to the rush of a few years previous. The population at this time was about one hundred and fifty, probably less than a fourth of what it had been two years before, a great part of the people having moved to Egan, Eureka and Cherry Creek. The latter town, in fact, was largely built of houses which had been moved from Schellbourne by their owners.

Of all the Schellbourne old-timers none was more steadfast to the camp than William Burke, who stayed on after the glory of the town had departed. With no prospect in sight for the resumption of mining activity, Mr. Burke took up a

farm, which embraced the valley and townsite, and engaged in the farming and cattle business of which he made a marked success. Uncle Billy, as he was familiarly called, was a resident of the state for many years and at one time was quite a political factor in state politics. In 1882 he ran for lieutenant governor on the democratic ticket, his running mate for governor being Jewett W. Adams, but was defeated by Charley Laughton, the fiddler from Carson. After his defeat Mr. Burke retired from politics, devoting all his time to his farming and cattle interests. Mr. and Mrs. Burke raised a large family of children, who proved a credit to their parents and to White Pine county.

In 1880, when the writer passed through Schellbourne on his return to Cherry Creek from the White Pine district, only the old El Capitan mill was left standing. This mill was operated with a run of custom ores at different periods over a number of years by a Mr. Dickinson, better known as "Big Dick," who was elected to the state senate in 1874. Subsequently Mr. Dickinson played a prominent part in the old camps of Ruby and Centerville, where he had done considerable mining, finding pockets of high-grade ore in the Schell Creek range. He succeeded in interesting Boston capital for the development of this district but both Ruby, which took its name from the fact that large pockets of ruby silver were uncovered there, and Centerville were short lived.

Tom Andrews was one of the original locators of the Ruby Hill district, while W. B. Lawler also owned some of the richest and best claims in the district. Mr. Lawler and his wife were the only people left in 1886 when the writer passed through the deserted camp, which at one time promised to be the greatest find in the county. Mr. Lawyer was acknowledged to be one of the

best judges of ore in the State and he sold his holdings at Ruby Hill for a large sum to Boston interests, I think, which at that time were operating at Aurum. Most of the ores from Ruby Hill were milled, I believe, by Mr. Brooks at the Aurum mill, which was located near the mouth of Silver canyon, on the eastern slope of the Schell Creek range.

Mr. Lawler's eyes became affected through climbing the glittering snow-covered mountains of the Schell Creek range and, accompanied by Mrs. Lawler, he travelled throughout the United States, France and Germany seeking the aid of specialists, but without securing any relief, and he finally lost the sight of both eyes almost entirely. But even after Mr. Lawler had lost his eyesight and the greater part of his fortune trying to prevent blindness he could not abandon the mining game. After an absence of several years, at the time when Cherry Creek was undergoing her darkest days, Mr. Lawler returned with capital advanced him by a lifelong friend in Portland, Oregon, to again try his luck with W. A. Watson at his Cocomungo mines in the Egan range, south of Egan canyon. The money expended in this development work proved a great boon to the writer, then engaged in the mercantile business at Cherry Creek, as well as all other residents of the district. Mr. Lawler's friends were legion and his memory will always be held in the highest regard by the pioneers of the district.

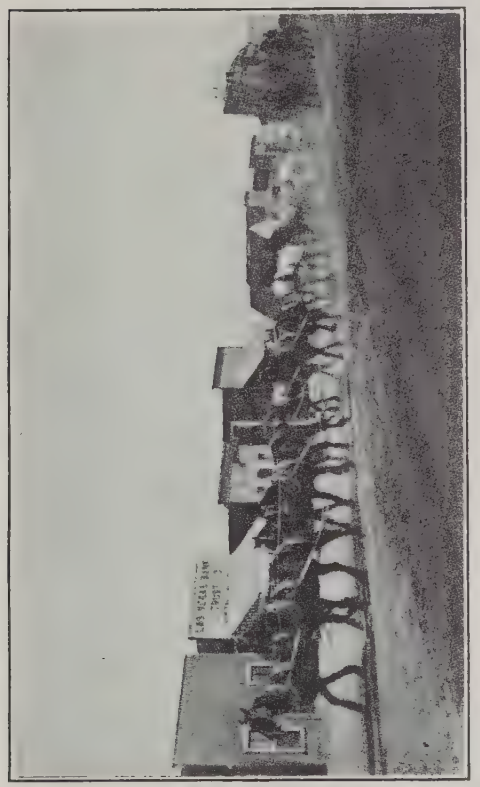
Muncy Creek, ten miles south of Aurum, during the latter '70s and early '80s gave promise of being a great copper camp, but like many other camps the promise was never fulfilled. Although virtually abandoned, the camp was held down for years by Frank Bassett and N. C. Noe, the latter for a score of years a familiar figure at every

democratic county convention held in White Pine county.

Aurum, like Muncy Creek, Ruby Hill and Centerville, was a short-lived camp. Jim McNulty, engaged in the hotel and mercantile business, was one of the last men to leave the town. Another firm which remained in Aurum after the place was virtually deserted was that of Simon Davis and Ben Sanford, known as Sanford and Davis, who were able to stay in the district owing to the fact that they secured a great deal of trade from stockmen throughout the county. The two men also prospected the hills for minerals and met with much success in the '80s. The writer has good reason to remember a contract he secured from Sanford & Davis in 1889 to haul three hundred tons of high-grade silver ore by freight team to Wells, from which point it was consigned over the Southern Pacific and Oregon Short Line to Salt Lake.

It was this contract for ore tonnage, together with a contract to haul one hundred tons of wool for Jim Sampson of Spring Valley, that enabled the writer to establish a connection with the Southern Pacific which made Wells a forwarding and distributing point for all southeastern Nevada. This ore and wool traffic had previously been hauled by Utah teams and routed over the Southern Utah railroad from Desert (Oasis) to Salt Lake City. Through the joint traffic arrangement made by the Southern Pacific with the writer's freight lines, Cherry Creek, Aurum, Duck Creek, McGill, Ward and Taylor were enabled to secure a freight rate from points east of the Missouri river lower than any other point west of the river at that time enjoyed.

For instance, a shipment of hams and bacon consigned from Omaha, Nebraska,to Dave Felsenthal at Taylor, Nevada, billed by way of Wells,



TRANSPORTATION ON THE DESERT.

would cost for transportation forty per cent less than the same shipment would cost if consigned to M. Badt & Company, at Wells. A threshing machine delivered to W. N. McGill at McGill, Nevada, from Chicago would cost forty per cent less for freight than it would the farmer at Elko. Similarly, a thousand pounds of drugs from Baltimore would cost Fred Clark of Ely forty per cent less for freight than the Reno or Elko druggist. The freight on a barrel of whisky from Covington, Kentucky, delivered on John Weber's sidewalk in Ely was two dollars and seventy-four a hundred, whereas the same shipment unloaded at Ogden would cost three dollars and eighty a hundred delivered at Elko three dollars and forty a hundred and at Palisade three dollars and twenty-two a hundred.

These low freight rates were due to keen competition which followed the extension of the Utah Southern into Frisco, Utah. To avail themselves of the low rate it was only necessary for business men to order their goods shipped in care of the writer at Wells, Nevada. While it was only natural for residents of the interior towns to look forward eagerly to the advent of rail transportation, the writer often wonders if White Pine county business men today are receiving freight from points east of the Missouri river at a lower rate than was made by the old prairie schooners by way of Wells.

CHAPTER VII.

PIONEERS OF SPRING VALLEY.

Spring Valley, which has played an important part in Nevada history, in the early '70s was considered by far the best watered grazing land in the state. In the valley north of the Cleveland

ranch the chief settlers were Thomas and Charles Odgers, Manton Bassett, R. C. O'Neill, Jake Cameron, James McCurdy and Pat Flanagan and Michael Keelan, who had what was known as the Keelan and Flanagan ranch. South of Cleveland's ranch were Lou Olmstead, a Mr. Rutherford and George Swallow. These men were the earliest settlers in Spring Valley and engaged in raising horses and cattle, cutting sufficient hay in the summer to tide them over the winter.

The constant increase in stock, coupled with several consecutive dry seasons, finally reduced the valley to a state bordering on barrenness, and only those who could afford to fence in their ranges were able to stay, finally only Cleveland, Olmstead and Swallow remaining. While the valley afforded poor grazing for cattle the range proved sufficient for sheep and soon it was invaded by the sheepmen, the first to locate in the valley being Jim Sampson, Josh Yelland, Pat Keegan, Doutre Brothers, Pierce and Quick, the Bews Brothers, (Jim, Tom and Harry), Mr. Tippett and Bill McCurdy, all of whom grew rich in the sheep business.

Before going in for sheep in the valley Jim Sampson and the three Bews boys were employed in the Star mine at Cherry Creek in the late seventies and early eighties. Jim Sampson was the first to engage in the business. While he was working in the mine he acquired a few sheep and his wife herded them around Star Hill (Cherry Creek). Starting in with less than fifty head, by 1889 Sampson's holdings had increased so that in the latter year he shipped two hundred thousand pounds of wool to the Boston market as his season's clip. Jim Bews was a close second, while Harry Bews and Pierce & Quick all made large shipments. The taxes in those days from

the sheep industry proved a godsend to the county treasury, which was sadly depleted.

In the well-watered canyon leading from Spring Valley to Centerville, about midway between the valley and the beautiful little cove near the top of the Schell Creek range, was a ranch owned by Dan Simonson, another of the old-time settlers of the northern part of the valley. This spot is of historical importance owing to its connection with the celebrated government star route mail fraud cases of early days, for it was here that U. S. Senator Spencer of Alabama sought refuge in 1882 when he was eluding federal agents who sought him as a witness against Senator Dorsey.

After giving the government the first accurate information concerning the mail frauds which had been in progress for years, Senator Spencer experienced a change of heart and, not wishing to appear as a witness for the prosecution, disappeared. Accompanied by his wife, he went into hiding at Centerville, where he felt certain of a safe asylum. It was while camped in this lonely place that Mrs. Spencer, who was a southern authoress, contributed a great deal of the literary effort which went into the book called "Ann Eliza," written by one of Brigham Young's ex-wives and which purported to be an expose of Mormonism.

While many people doubtless know that the ramifications of the star route mail frauds were widespread, few perhaps know that these frauds were practiced as boldly in White Pine county as in any other section of the country. It is an undisputed fact that Gilmer and Salisbury under the Dorsey regime for years collected forty-eight thousand dollars a year for carrying the mail six times a week between Hamilton and Pioche. George Washburn and George Ellison were what is known as straw bondsmen, each being on the

Gilmer and Salisbury bond for sixty thousand dollars. Washburn's total assets at that time consisted of two yoke of oxen and a small vegetable garden in the north end of White River valley, while George Ellison, who was holding down a squatter's homestead, had not a dollar's worth of tangible property.

In the extreme southern part of Nevada there were several dummy routes which never had an actual existence but which were paid for during a period of years, the statement of arrival and departure of imaginary mails being certified by the duly commissioned postmasters. These frauds were, however, scarcely less bold than those perpetrated at Hamilton where Jim Riley was postmaster.

Harvey Carpenter and Riley, who was his brother-in-law, I believe, were in business at Hamilton when the writer arrived there in 1875, operating under the firm name of Carpenter and Riley. The Western Union telegraph office was located in their store and they handled stock reports in connection with Homer King and Company, a San Francisco brokerage house, during the Comstock boom. During the exciting days of '69-70 Hamilton was made a second class postoffice, the salary being fixed at three thousand two hundred dollars a year, but the greatest surprise in years to the writer, as well as to all other residents of the district, was to learn that Riley had kept the office in the second class until 1884, when the democrats went into power.

Salaries in those days were computed on the basis of stamps sold and when the government in 1885 started its investigation it was found that Riley had purchased the required amount to keep the second class status of the office. This he was able to do by buying goods for his store from San Francisco and persuading the wholesale houses

to accept payment in stamps. It was later found that one Bay City firm had for years been selling about two thousand two hundred dollars worth of goods a month to Riley and accepting stamps in payment.

Cancellation of stamps at the Hamilton post-office during this time probably would not average over fifty letters a day but Riley, by collecting one thousand two hundred dollars a year from the Western Union and three thousand two hundred dollars a year from Uncle Sam, certainly was making a showing to keep Hamilton in the forefront of Nevada business centers. Riley was arrested and taken to San Francisco for trial but the government failed to show that he had ever acknowledged their notices of a change in the system of computing the salary basis, and so Riley was acquitted. Shortly after his return to Hamilton the writer met Riley and he praised the government highly for its treatment of him before and during the trial, saying that he had been given excellent quarters at the Palace hotel. After his acquittal, however, Riley complained that the federal officers refused to be any longer responsible for his hotel bills and refused to pay his fare back to Hamilton.

E. J. (Jot) Travis succeeded Gilmer and Salisbury in the operation of stage lines along in the '80s. While it was reported that Travis was the brains of the mail fraud operations in southern Nevada the writer, who had business dealings with him for years, always found him square and honorable, his word being as good as his bond. However, in those days to steal from the government was considered praiseworthy rather than criminal.

Dorsey's operations ranged from White Pine county through southern Nevada, southern Utah, Arizona and New Mexico. It is said that just

previous to his arrest Dorsey sold one of his Arizona ranches, together with the stock, for four hundred and fifty thousand dollars, the report being generally credited that he had acquired these holdings through money obtained in the mail fraud.

That the men behind these frauds were well entrenched is shown by the fact that Jack Gilmer was stationed at Salt Lake City, where he was backed by one of the leading bankers; Salisbury was in Washington, D. C., to watch the interests there; Jot Travis acted as director of operations in the field, with a close friend as postmaster at Pioche; Wes Travis, brother of Jot, was a deputy United States marshal as well as sheriff of Lincoln county; Jim Riley was postmaster at Hamilton and Senator Spencer, relied on by the government as its chief witness to prove the frauds, was safely hidden near Centerville. Combatting these well entrenched interests it is small wonder that Uncle Sam's chances of success were about as good as those of a German trying to sell pretzels in London during the late world war.

CHAPTER VIII.

EARLY DAYS OF CHERRY CREEK.

In 1874, shortly after the Star mine began operations on a fairly large scale, Cherry Creek was a thriving mining village, but had not attained the growth which it reached about six years later, when the Exchequer and Tea Cup mines were added to the camp's list of producers. The early-day business men were progressive and loyal to the camp and no story of Cherry Creek, be it ever so sketchily brief, would be complete without mention of at least a few of the men who were largely responsible for the growth and progress of the community.

One of the first general merchandise stores to open business in the early '70s was that of F. A. McDermid and Gilbert Darling, operating under the firm name of McDermid & Company. Both men were of the rugged and honest pioneer type and their business grew with the camp until along in the latter '70s, when they sold out to A. J. Spencer and R. A. Frank, who conducted the store under the name of Spencer & Frank.

One of the earliest and best known restaurants in the camp was that of Mrs. Homison, who was for years successfully engaged in the business.

George Thatcher & Company, the firm being composed of Ed Raum, A. M. Vanderlip and Mr. Thatcher, owned and operated a large general mercantile business for years. Ed Raum, who was one of the most popular men in White Pine county, was elected sheriff in 1874 on the republican ticket and held the office for four successive terms. A. M. Vanderlip was also an excellent business man and an expert accountant. After the firm disposed of its business in 1884 Mr. Vanderlip moved to Ventura county, California, where he soon made a host of new friends, who, realizing his ability as an accountant, prevailed upon him to make the race for county auditor. The election resulted in a tie and Mr. Vanderlip, anxious to avoid the expense of a special election, offered to shake the dice with his opponent to decide the honor. This, however, the other candidate was unwilling to do, and in the resulting special election Mr. Vanderlip won by an overwhelming majority.

George Kennedy was another of the old-timers who operated a grocery store from the early '70s up until the time of his death some time in the '90s. O. H. Gray was associated with Daniel R. Collins in the mercantile business, the postoffice being located in their store. Both were well and

"CHERRY CREEK WAS A THRIVING MINING VILLAGE."

CHERRY CREEK IN 1912.

favorably known, Mr. Gray having represented White Pine county in the lower branch of the legislature in 1877 and again in 1883. He was elected secretary of state on the republican ticket in 1890, serving with credit to the county and state during the eight years of his public life. Along in the '90s he accepted a place in the patent office in Washington, D. C., and I understand, died quite recently in that city. Uncle Dan Collins held the postoffice in Cherry Creek almost continuously from 1874 until the time of his death only a few years ago.

The lean years just preceding 1880 had proven a hard strain on the business men of the camp, but when the writer visited Cherry in the latter year he found many of the old business men and a considerable number of new ones who had come with the gradual growth of the town following the discovery and opening of new mines. Among the old-timers who had stayed with the camp was John Wearne, who had a feed stable and who was engaged in supplying the mines and mills during the quiet days of the camp.

George F. Parker, another old-time resident, for years owned the waterworks which supplied the town. Mr. Parker was elected to the lower house of the legislature in 1880 and, I understand, died quite recently. Pete Weber, another of the early-day business men, owned more business and residence property than any other man in the town. When the crash of 1883 came Mr. Weber moved to Idaho.

"Uncle Jake" Weber and his two sons, P. C. (Boss) and Johnnie, were for years successful business men of the community and numbered their friends by the hundred. "Boss" Weber was for years one of the leaders of the democratic party in the county and his name carried more

H. A. COMINS, GEORGE F. PARKER, O. H. GREY.

weight with the voters than that of any other man, with the possible exception of A. C. Cleveland. While "Boss" Weber played the political game shrewdly at all times, he had the reputation of never having double-crossed or betrayed a friend, and every man who ran on the democratic ticket was at all times ready to swear by "Boss" Weber, whose public services entitle him to a high place in the history of White Pine county and of the State.

The public services of Johnnie Weber also speak for his rugged honesty and the writer, who has known him well for the span of an ordinary man's lifetime, can honestly say that if Johnnie Weber ever makes a mistake in public or private life his error will be one of the head and not of the heart.

The two Weber boys are fit sons of their father, old "Uncle Jake," who ranged with the cleanest, most honest and upright citizens of Cherry Creek. Uncle Jake was, of course, an extremely partisan democrat and the writer remembers one instance which showed how Mr. Weber believed in purity in politics. At the primary election in 1882 a man named Hancock, a republican from Aurum, attempted to vote at the democratic primary and so aroused the wrath of Uncle Jake that he drove away the visitor with a cane, registering his displeasure against such tactics by several good blows before Hancock was able to make his escape.

J. F. Sisson in the early days was engaged in the blacksmithing and wagon business and was very successful until the crash of 1883, when he left for Chamberlain, S. D., where he engaged in the flour milling business for many years. William Fillmore, another of the old-timers, was also engaged in the same business and after making his "pile" went to San Francisco to make his

future home. Alex McDonald (Little Alex) was also engaged in the blacksmithing business in early days. After making a stake Mr. McDonald returned to his old home in Nova Scotia.

James Henry, another of the town's earliest settlers, was town officer for years during the early days. Mr. Henry also owned and ran a saloon in Cherry Creek for many years. Michael Corcoran owned the only brewery in the town, which he operated in connection with his saloon business. James Stewart, another popular saloonkeeper of the early days, had a host of friends due to his reputation of being the best and most courteous saloonman in the county.

Uncle Joe Taylor, universally popular owing to his jovial humor, did a sort of brokerage and check-cashing business in connection with his saloon, there being no bank in the town and the business men being depended on to provide cash to handle all mine checks. The customary rate of discount at this time was two per cent on all checks drawn on San Francisco banks and four per cent on checks drawn on New York banks. The Star company, with main offices in the Bay city, drew on a San Francisco bank, while the Tea Cup and Exchequer, financed by New York capital, drew on banks in Gotham. At the time that the Star company's checks were dishonored in 1883 the checks of the Tea Cup and Exchequer also went to protest, and finally Uncle Joe Taylor posted up a sign over his bar: "Discounts on checks will hereafter be four per cent on San Francisco and two per cent on New York exchange." The notice, of course, attracted a great deal of attention, and immediately other men who also were engaged in cashing checks rushed to Mr. Taylor for an explanation of the reversal in the rates of discount. "Well, you see," explained Uncle George, "it only costs two dollars for pro-

test fees in New York, while it costs six dollars to protest a San Francisco check."

From the early '70s until about 1878 Cherry Creek made little growth, but new impetus was given the camp about the latter named year through the finding of new ore-bodies in the Exchequer and Tea Cup mines, and when the writer returned to Cherry Creek in 1880 the Tea Cup was building a new mill. From a camp of several hundred, Cherry Creek had by this time grown to be a town of about one thousand five hundred prosperous people. J. H. Roberts at this time was superintendent and general manager of the Exchequer, while Ed Smith held the same position at the Tea Cup.

The starting up of the Egan properties, together with the operations of the mines and three mills at Cherry Creek, created great activity. To supply these four mining companies with wood, coal and mining timbers necessitated the employment of between seventy and eighty men by the writer, who had the contract to supply them all, it being necessary to lay in supplies during the summer to last through the winter. The Star mine at this time was employing one hundred and forty to one hundred and fifty men in the mine, with thirty or forty more working in the mill. During 1881-82 the Tea Cup and Exchequer combined were working about as many men as the Star, while the Egan mine and mill employed forty or fifty. These years, immediately preceding the crash of 1883, rank as the brightest days of the camp. When the crash came in the latter year many of the business men were forced to leave and seek new fields, while a few weathered the storm and stuck with the town.

The Exchequer and Tea Cup having been closed by attachments about the time of the Star mine fiasco, the exodus from the camp began. Taylor

THE STAR MINE AT CHERRY CREEK.

at this time was just beginning to loom up and many went there. Pete Weber, Ed Crowley and a dozen others went to the Coeur d'Alenes, in Idaho. John Quinn went to Needles, California, while Ward, who was a partner of Wilson Brougher in business,went to Salt Lake City. Mr. Brougher went to Belmont, where he later was elected county clerk and subsequently county recorder. The latter office he held until the discovery of Tonopah, where he went with his brother during the first excitement and managed to amass a comfortable fortune. After leaving Tonopah he purchased the Arlington hotel at Carson City, which was then, as now, the chief hotel in the state capital.

A. M. MacAuley, another of Cherry Creek's old-time business men, bought out the business of George Kennedy in the early '90s and, like many others, weathered the storms of the town's later days. The writer had Mr. MacAuley as a business rival for many years and can truthfully say that never did he have a better friend or a more honest competitor in business. Mr. MacAuley is a citizen of whom Cherry Creek may justly feel proud. Rufus Fillmore, another of the old settlers, has been a resident of Cherry Creek for over forty years and has always ranked as one of White Pine county's best and most honored citizens.

Hughie Frank, A. R. Nuckels and Wren Pierce are other old-timers who, with the exception of a few years spent by Mr. Nuckels as deputy warden at Carson, stayed continuously with the old camp until the death of Mr. Pierce several years ago. Pete Cannon, one of the town's earliest settlers, was engaged in business for many years and was postmaster for awhile during Grover Cleveland's administrations. Adolph Sunberg, another popular business man having once been a

miner, possessed many friends and always had a large business following.

Joseph L. Moore was one of the earliest settlers and best known residents of Cherry Creek and Egan canyon, having been engaged in business in Egan as early as 1874. When Egan slumped and the camp was almost deserted he moved to Cherry Creek and engaged in the butcher business, always making friends who stayed with him. The writer knew Mr. Moore from 1874 until he left the State in 1904 and during these thirty years never heard an ill word spoken of Mr. Moore.

Timothy Shine came to Cherry Creek with the writer in 1880 and immediately engaged in the saloon business. Tim Shine had a large following and was a factor to be reckoned with in politics. The Egan canyon boys made Shine's saloon their headquarters while in Cherry, and the late A. C. Cleveland used to say that the hardest factions he had to contend with in county politics were the Boss Weber corner and Tim Shine's Irish reservation at Cherry Creek.

Michael F. Boyle came to Cherry Creek in the early '80s from Eberhardt, being for years engaged in the dairy business and owning a ranch in the foothills south of Schellbourne until along in the '90s. Mr. Boyle served two terms as county commissioner and worked hand in hand with Crane Gallagher, M. B. Garaghan and John B. Williams for many years in the interest of the taxpayers. His health broke down in the latter '90s and he moved to Salt Lake City, where he died.

John A. Carlson, then a beardless boy of 18, reached Cherry Creek in 1881 or 1882, coming direct from Sweden with John Magnuson. Neither could speak a word of English but they had an old country friend named Johnson, who owned an ox team and who was engaged in hauling wood.

The two boys secured employment driving the oxen, and as soon as the animals learned Swedish cusswords the country looked brighter to Mr. Carlson, who decided Cherry Creek was the best town in America and who later came to be one of the foremost citizens of the county.

John Yelland, also a beardless boy, came to Cherry in 1880. Josh, as he was best known, like Mr. Carlson, started out with the belief that there was just one thing lacking in America, and that was the presence of the girl he had left in England. This defect Mr. Yelland remedied by sending for the girl and they were married in Salt Lake City. Mr. and Mrs. Yelland then moved to Spring Valley, where their perseverance and pluck won them success in ranching and stock raising. Mr. and Mrs. Yelland raised a family of four children, two boys and two girls, who proved a credit to their parents and the community. When the world war broke out one of the Yelland boys left the State with the first soldier contingent and was the first Nevada boy to give his life for his country.

A. Foppiano is another early resident who came to Cherry Creek in 1880, first being employed in the wood business by the writer. Tony, like Carlson and Yelland, soon sent back to his native land for his sweetheart, who joined him at Cherry Creek in the early '80s. Mr. Foppiano became an American citizen as soon as possible after his arrival and has raised a family who, like himself, are hundred per cent Americans.

A. McDonald began business in Cherry Creek in the early '80s when he bought out the blacksmith shop of J. F. Sisson. Mr. McDonald, like the others previously mentioned, soon sent back to Nova Scotia for his sweetheart and they were married at Cherry Creek.

Charles Wah was one of the first men to settle

in Cherry Creek, starting the first eatinghouse, and for fifty years has been actively identified with the community. In addition to running his restaurant Charlie has engaged in the Chinese merchandise business and been actively interested in the mining game. During the last half century he has grubstaked more prospectors, fed more penniless men, given more for charity and done as much or more to build up Cherry Creek than any other man in the district. The writer has had business dealings with Charlie Wah for over thirty years and is proud to call the well-known Chinaman his friend.

Ed Crowley and Jim Cunningham, known by the firm name of Cunningham & Crowley, were engaged in the contracting, livery stable and teaming business in the early '70s until the early '80s when they dissolved partnership. Mr. Cunningham took the freight teams to Mountain Home, Idaho, during the Wood river excitement, while Mr. Crowley kept the livery stable and business at Cherry Creek. Mr. Crowley ran for county commissioner in 1882, defeating John Henry of Ward for the long term.

In 1882 Cherry Creek, Egan, Schellbourne, Centerville, Ruby Hill and Aurum had more votes than all the rest of the county combined. It was at this time that Cherry Creek, together with the adjoining camps in northeast White Pine county, combined with a view to moving the county seat from Hamilton to Cherry Creek. A petition calling for a change in the site of the county seat, without specifying to what town it should be moved, was quickly signed by the required number of taxpayers to secure legislative action on the question. So far as is known to the writer, only two taxpayers in the entire northeast section refused to sign for the change, these being himself and the late Hon. Charles Green. The

writer and Mr. Green, perhaps two of the oldest taxpayers in the district, had seen the birth and death of so many mining camps that they were opposed to the expense of moving the county seat, with the consequent construction of a courthouse, to a town only sixteen miles from the county line and to a section depending almost entirely on the mines for its prosperity.

Taylor, Ward, Hamilton and Newark, in the southwest part of the county, stood together in the fight against removal, and for years thereafter combined politically against anything desired by the northeast section. However, before the legislature met in 1884 to pass on the removal question the crash of Cherry Creek came in 1883, effectually killing any ambition the town had toward securing the county seat.

CHAPTER IX.

AMUSEMENTS IN CHERRY CREEK.

From its earliest days as a struggling camp through its later growth and prosperity and even after most of its population had departed, Cherry Creek had a wide reputation as being a town where entertainment was always to be had and where the visitor could always be assured a cordial welcome and a good time. It is a well-established fact that Cherry Creek during her darkest days has drawn more people to her entertainments than any other town or city in the State, the Williamson hall being widely known. It was a common occurrence for people to come from Ely, fifty-five miles away, Steptoe Butte and Clover valleys, thirty to sixty miles, and even from Wells, one hundred miles distant, to attend dances at Cherry, frequently stopping over for a day and dancing both nights.

Many of these social functions were featured by negro cakewalks, about that time at the height of their popularity, and it was not uncommon for Tom Davis, Dolph Sunberg, A. MacAuley and Pete Cannon to get one hundred and fifty people to attend these dances. The last cakewalk the writer attended at Cherry Creek was on St. Valentine's Day, February 14, 1899, and the occasion will long be remembered by him. The prize at this dance was a cake several feet in diameter and several feet high which had come by express from Salt Lake City. The competition was entered by about thirty couples, blackened and masked, so that their identity was a "dark" secret.

In capturing this prize the writer, who had for a partner Miss Lucy Corcoran, now Mrs. John H. Eager of Ely, earned his only claim to fame as a resident of White Pine county. Miss Corcoran, who at the time was making her home with the family of the writer, was rather tall and quite slender and as graceful a dancer as ever entered Cherry's famous dancing hall. However, when trimmed up with cotton batting by Mrs. Miller she looked as if she would easily tip the scales at two hundred pounds, while the writer, stuffed with pillows, appeared like a hefty two hundred and fifty-pounder. As Dinah, leaning back on the arm of Rastus, came sweeping gracefully down the hall her impersonation was so natural and lifelike that the musicians, Bill Campbell, Nora Stratton and Mike Boyle, must have felt as if they were doing the honors at the golden wedding of Booker T. Washington. Let other old-timers claim what niche in the hall of fame they will, the writer feels that in winning this cakewalk his place has been fairly fixed.

Ely was always well represented at Cherry Creek social affairs, from six to a dozen people

always coming with Fred Clark, who was always loyal to Cherry in her darkest days. W. D. Campbell, living thirty miles south, Mike Boyle, residing twenty miles east, and Miss Nora Stratton of Butte valley, eighteen miles west, furnished music for most of these entertainments. Mr. Campbell, who resided in Steptoe valley, always brought his family and friends and was claimed by Cherry as one of its townsmen.

Mr. Campbell, who was one of the earliest comers to White Pine county, first located, I believe, about four miles south of Jim Withington's home ranch in White River valley, engaging in grain raising in the '70s. The writer first met Mr. Campbell at this ranch, stopping over night in 1876 with him and his men, all bachelors at the time. Bill, as he was generally known, later married Miss Laura Miles, one of Steptoe valley's favorite society girls. Mr. and Mrs. Campbell then bought and located at the Perley ranch, where they raised a family of which they may well be proud.

Mr. Campbell was not only a successful rancher but generally kept one eye on the mining game. He located some mining claims a mile or so west of his home ranch, and one of them gave promise of being extremely valuable. Mr. Campbell sold or bonded the claims to parties who erected a mill, run by water power at the large spring near the Campbell residence. These parties, after a few trial runs at the mill, got into financial difficulties and the property reverted to Mr. Campbell. To the writer's surprise when he happened along some time later he found Mr. Campbell operating his own mine and mill, meeting with considerable success on a small scale. By this time, through their untiring efforts, Mr. and Mrs. Campbell had accumulated considerable property. Taxes were very high, but all Bill had to do in the fall

was to make a mill run to get sufficient money to meet his taxes. Until 1904, when the writer left the county, Mr. Campbell was still running the little mill at intervals, and in addition was tending to his grain harvesting, hay cutting and stock raising. With it all Bill was never too busy to hitch up his team to take his family and neighbors to a dance at Cherry, which, having the only hall of consequence in the county, was a favorite spot for meetings of the Masons, Odd Fellows and Miners' Unions, these gatherings helping to break the monontony of Cherry's quiet days.

Thomas Davis, well known and popular throughout the county, arrived in Cherry Creek in the latter '90s when the Star mine went into the hands of the Exploration company. Mr. and Mrs. Davis were for years leaders in Cherry Creek's entertainments and ranked as one of the best liked and most popular couples in the community.

While dancing was a popular diversion during Cherry Creek's early days, it was not the only one, for in 1874 it was not an unusual sight to see a horse race on the principal street of the town for five hundred dollars a side, with supporters of the animals liberally backing their favorites with side bets. Pete Weber was one of the leading spirits in promoting these sporting events and he had a large following, particularly among the miners, who always backed Pete's judgment on any game, horse race or cock fight.

Generally opposed to Pete Weber and his crowd in these sporting events were the Keogh brothers, Pat, Steve, Tom and Jack, who owned a ranch in Butte valley, twelve miles west of Cherry Creek, which was later known as the Keogh ranch. These boys were engaged in stock raising but made their principal headquarters in Cherry, and when it came to a trial of strength or wits in any

game could come as close as anybody to a stand-off with Pete Weber and his crowd.

One example of how Pat Keogh neatly turned the tables on Weber's crowd along in the early '80s sticks out in the writer's memory. The miners on Star hill owned a little saddle horse that had never been beaten. Pat Keogh knew of the speed of the Star hill pony and was also well aware of the miners' anxiety to back him in a race, so he arranged with Dan Morrison of Hamilton to send him on the quiet a horse which he knew could outrun the Star hill horse. This racer, called Muggins, came to Cherry disguised as a pack animal and carrying a camp outfit, and Keogh soon had it matched with the Star hill pony for a small bet, expecting to clean up by betting heavily on the side the next day, when the race was to be held.

Pete Weber and his crowd, in order to play safe, arranged to steal Pat's horse at midnight of the night preceding the race and to take him out to the track for a trial against their own. Pat, however, earlier in the evening got wind of this trick and determined to trump it, so at ten o'clock he took Muggins from his corral, nailed a four-pound shoe on one of his feet, left the other shoeless and slipped the horse back in the corral to await the arrival of the tricksters. Then, with Bob Martin and Jim Henry, he slipped down to the track and the three hid in the sagebrush to watch the result of the trial race.

The Star hill pony, of course, won in a walk, and as none of the tricksters became wise to Keogh's ruse they started out the next morning with offers to take all bets in sight. When the ponies left the wire about seven thousand dollars had been wagered on the result of the race. Keogh's horse loped in an easy winner and the

Star hill boys were sent home poorer but none the wiser, wondering how it had happened.

Pat later started a drug store, which he operated for several years, finally selling out to Billy Gordon. Keogh then went to New York, where he entered Bellevue and studied medicine. After his graduation he returned to Salt Lake City, where he engaged in practice and formed a partnership with Dr. Hosmer and the two physicians established and successfully operated the Keogh-Hosmer hospital. Dr. Keogh, by the way, was a brother-in-law of W. S. McCornick, one of Utah's leading bankers.

CHAPTER X.

SOME SHOOTING AND GUN PRACTICE IN CHERRY CREEK.

While Cherry Creekers were as a rule peaceable and law abiding people, tragedy at times intruded to mar the quiet of the usually tranquil community. One of the most noteworthy of these tragedies was the killing of Johnnie Howlett by Ed Crutchley, who owned a claim about twelve miles south of Egan Canyon, where he had stored considerable water which he had piped down from the mountain to where he had installed water troughs and built stock corrals for the use of the stockmen during the roundups. Howlett had cattle and horses on the range, using Crutchley's watering and corral privileges until they had some trouble in Cherry Creek. In this fight Howlett, who was young and muscular, got the best of Crutchley, who was around three-score years, before friends separated the two men. Bad blood resulted and Crutchley forbade Howlett further use of the corrals. Howlett, however, disregarded this warning and Crutchley was unable to keep

him out without closing the corral to other stockmen.

Finally feeling between the two men became so bitter that Crutchley warned Howlett that if he ever drove his stock into the corrals again he would kill him. Only a few days later he saw Howlett driving his stock in, so Crutchley loaded his shotgun with heavy slugs and when Howlett entered the corral with his herd Crutchley shot him, killing him instantly.

Evidence at the coroner's inquest tended to show that the two men had some words before the killing from the fact that Howlett, who was shot through the breast, had his coat off as if in preparation for a fight. Crutchley, who came into town immediately after the shooting, at first claimed that Howlett had been killed by other stockmen, but suspicion pointed so strongly to him that he was arrested. He immediately retained W. C. Love as his attorney and told Love the facts of the killing.

Love demanded the release of the prisoner on the ground that the killing was done in self-defense, but feeling ran so high among the friends of Howlett that Crutchley was held to appear before the grand jury at Hamilton. This was, I believe, in the summer of 1883, and by the time court met in the fall Crutchley had apparently partially lost his mind and while on the stand wandered from the story previously told his attorney and again claimed that Howlett had been killed by other stockmen. Attorney Love made a strong plea to save the prisoner's life and to have him sent to the asylum, but failed to convince the jury, which found Crutchley guilty of murder in the first degree. Having no money and few friends, Crutchley went to the gallows for what many people believed was murder done in self-defense.

Crutchley was, I believe, the first man legally hanged in White Pine county. The second, and the last to the writer's knowledge, was Hank Parish, convicted of killing a man named Thompson, I believe, in Pioche in 1890. Parish secured a change of venue from Lincoln county to White Pine county, but was convicted of first degree murder and hanged at Ely, Billy Bassett being sheriff at that time.

Perhaps one of the saddest tragedies in the history of Cherry Creek occurred the day after election in 1894, I believe, when Patrick Dolan shot and killed Pat Green. The men were close neighbors, engaged in farming and stockraising in Steptoe valley north of Cherry Creek, Mr. Dolan living twelve miles from town, while the Green ranch was about two miles farther north. While the two men had not been on friendly terms for some time prior to the shooting none of the townspeople had suspected that their enmity was so deep rooted that it would lead to murder.

The original cause of the trouble, it was reported, was a disagreement over school matters, one district being set aside for the two farms and the school building being located midway between the homes of the men. The day of the shooting both men were in town and both supposedly under the influence of liquor when the longstanding quarrel was renewed, but without attracting any particular attention from the town residents. Dolan, however, suddenly left Cherry, went to his ranch, secured a shotgun and returned to town. He found Green, with a number of other people, standing on the sidewalk and without getting out of his wagon or giving warning of any kind, he raised his gun and shot Green through the head, killing him instantly.

Green, a small man weighing about one hundred and thirty pounds, was of a quiet and peace-

able disposition, while Dolan, who weighed about two hundred and forty, was of powerful build. Prior to the murder both men were popular and both had families, which were highly thought of in the community. The killing excited a great deal of feeling, however, and Dolan, who was tried at Ely, was convicted of first degree murder, the jury recommending life imprisonment. Dolan's wife and small children were present at the trial and excited a great deal of sympathy for the defendant, and this, together with a strong plea made by his attorney, Henry Rives, saved him from the gallows.

While there were many Cherry Creekers "quick on the Draw," most of them were peaceably inclined and the town was rather above the usual average in the West, and the "spat" of a bullet or the whine of a rifle usually meant that another hotly contested target shooting match was in progress. Target shooting was a prime sport, the chief participants in the matches being R. A. (Dick) Frank, A. M. Vanderlip, O. H. Grey, Henry Griswold, L. C. Raper, Cris Ostergard and Will Fillmore. Honors were pretty evenly divided between Dick Frank and Vanderlip, both usually scoring twenty-three out of a possible twenty-five bullseyes, shooting offhand at two hundred yards. Cris Ostergard was generally a close second and it was conceded that if he could quit a poker game twelve hours before a shoot, in order to rest his nerves up, he was sure to score twenty-three, and he had been known to make twenty-four bullseyes.

Target shooting, however, was not confined solely to the grownups, as a number of boys who had not yet reached their teens had 22-calibre rifles and were just as keen at the sport as their elders. These young lads, too, aped their elders in other things, for, in spite of their age, their gath-

erings were never complete without a flask of Old Crow, McBrayer or Maryland Club. Where the boys got the liquor always remained an unsolved mystery, but in spite of all efforts to prevent it they usually managed to have a supply on hand.

Harvey Riley, Max Frank, Austin Cannon and Clarence Fillmore, all ranging in age from ten to twelve years, were leaders of the boys and their escapades at times were the talk of the town. The writer remembers when young Riley made a bet with Austin Cannon, I believe, that the latter could not shoot a hole through Riley's hat at a distance of thirty yards, Riley to hold the hat in his hand while Cannon performed the feat. Cannon won the bet, putting a bullet through the the crown of the hat and incidentally tearing off one of young Riley's fingers with the bullet. The wounded boy was taken by the writer on his stage to Ely, where medical aid was given and the boy's wound, which was later tended to by his sister, Mrs. Joe Callahan, soon healed.

This accident came near being the cause of a tragedy, as young Riley, as soon as he was able to be about tried to duplicate the feat after making a bet with Max Frank. Riley offered to put a bullet through young Frank's hat at a distance of thirty yards, but unfortunately his aim was poor and the bullet went clear through the body of the Frank boy, taking a piece of lung with it. A special messenger was immediately sent to Ely for Dr. M. J. Davis, the only doctor in the county at this time, who responded promptly and by good work was able to save the boy's life. After spending a day with his patient the doctor returned to Ely and thereafter sent instructions as to the lad's care by the stage, which was operated three times a week between the two towns. Had the bullet passed a fraction of an inch either way from the course it took it would have meant

instant death for the boy, according to the doctor's statement. However, with excellent care the lad was able to be around in two weeks, apparently none the worse for the accident.

The lack of churches at Cherry Creek was not generally felt, in spite of the fact that young boys seemed wild, but at least one old-timer was forced to leave the country because his wife wanted better religious environment for her rather numerous offspring. This resident was T. N. Crosthwaite, who came with his family from Texas in the early '90s, at first engaging in the furniture business but later, with D. C. Kennedy, another old-timer, buying from the writer the stage line operating between Cherry Creek and Wells. Mr. Crosthwaite drove the stage as far as Deep Wells, in the valley opposite Spruce mountain, while Kennedy handled it between that point and Wells. Both Dan and Newt, as they were popularly known, had many friends along the line as well as in the towns where they made their homes. Mr. Kennedy later settled at Cherry and engaged in the saloon business, while Mr. Crosthwaite returned to Texas and later moved to Oklahoma.

"Newt" certainly hated to leave Nevada, but Mrs. Crosthwaite, who was a niece of the writer, was a devout Methodist and could not reconcile herself to the idea of having her children miss Sunday school or having to send them to Salt Lake City, four hundred miles away, the nearest point of worship. On this account the family moved south and Mr. Crosthwaite is now operating a shoe repair factory at Ardmore, Okla., a town which has been much in the public print of late owing to the rotten-egging of United States Senator Jim Read while he was attacking the Wilson Peace league, and more lately noted as the scene of the Hamon murder trial.

The fact that Mr. Crosthwaite has had his ups

and downs is patent from an avertisement recently appearing in an Oklahoma paper and reading as follows:

"I have been bawled out, balled up, held up and held down; have been bulldozed, blackjacked, walked on, cheated, squeezed and mooched; stuck for war tax, excess profits tax, per capita tax, state tax, dog tax and syntax; stuck for Liberty bonds, baby bonds, bonds of matrimony, Red Cross, Green Cross and double cross; asked to help the Society of St. John the Baptist, C. W. A., Woman's Relief corps, men's relief and stomach relief.

"I have worked like hell and been worked like hell; have been drunk and gotten others drunk, lost all I had and part of my furniture, and because I won't spend or lend all of the little I earn and go beg, borrow and steal I have been cussed and discussed, boycotted, talked to and talked about, tantalized, criticised and hooverized until nearly paralyzed; lied to and lied about; held up, hung up, robbed and damn near ruined, and the only reason I am sticking around now is to see what in the hell is coming next.

"If you feel that I am entitled to your patronage call at T. N. Crosthwaite's Electric Shoe Shop, 33 Caddo Street, Ardmore."

CHAPTER II.

THE PRACTICE OF DENTISTRY AND LAW IN CHERRY CREEK.

For many years residents of Cherry Creek had to be satisfied with the crudest sort of surgery and medical attention, the nearest doctor being located at Ely, while dental work had to await the arrival of traveling dentists who made periodical visits to the camp. In case of a violent toothache, however, Pete Cannon, who ran the drug-

store and had a pair of pliers in lieu of forceps, gave heroic emergency relief. In fact Pete Cannon and an old man by the name of Leonard were the only toothpullers in the county for years.

Leonard had no home in particular, traveling over the country in a house built on four wheels and drawn by a span of small mules. Leonard, a well-known character in his day, was an atheist and in his wagon home carried a lot of snakes, lizards, scorpions, tarantulas and similar things as companions on his wanderings.

Along in the early '90s the Nevada legislature passed what was known as the dental law, whereby all new-comers to the State who wished to practice dentistry were compelled to go to Carson and undergo an examination as to their fitness and in addition had to pay a ten dollar license fee before starting to practice in the State. By the terms of the law residents of the State who had been pulling teeth, whether or not they were graduates of a recognized dental college, were exempt from the examination and license fee, but in lieu of this were compelled to file an application to practice with the county recorder of the county in which they resided and to pay a one dollar fee for filing a certificate entitling them to practice. This law, coupled with the monopoly of dental work enjoyed for years at Cherry Creek by Pete Cannon and Leonard, was responsible for a queer trial which later furnished a great deal of fun for the entire camp.

Shortly after the enactment of the state dental law a young man by the name of McCaffery, a graduate of a California dental college, who had the finest team, rig and dental equipment ever seen in the State, arrived at Carson to take the required examination. The new dental board was not in session, but the secretary, who was busily engaged in playing poker, told the young student

that it would be all right for him to go ahead and practice. The young dentist remained in Carson ten days but was unable to get the dental board together to give him an examination, though he meanwhile had engaged in practice. Despairing of ever getting a chance to take the examination, the young dentist drove to Elko, continuing to practice all the time.

While at Elko Mr. McCaffery met Leonard, who asked him if he had a license to practice. McCaffery replied in the negative and then, becoming suspicious of Leonard, he sent a ten dollar money order to the state board at Carson retaining the stub as proof. Leaving Elko he struck out through the valleys, visiting Lamoille, Huntington, Butte valley and then on to Cherry Creek. A few days after he reached Cherry Creek Leonard arrived and at once swore out a warrant for the arrest of McCaffery on a charge of practicing dentistry without a license.

Pete Cannon, the other official toothpuller, was also justice of the peace and he at once appointed John Wearne to prosecute the case, the trial being fixed for the second day following the arrest. Mr. Wearne at once visited the prisoner and advised him to settle the case, explaining that the penalty on conviction was a two hundred and fifty dollar fine or six months in prison or both at the discretion of the court, but that they were not disposed to be severe and he would be released if he agreed to pay the two hundred and fifty dollar fine.

McCaffery had plenty of money and could easily have paid, but he realized that if he admitted his guilt the same thing would happen again and again, as Leonard had then trailed him for 300 miles. There was no lawyer in the county at the time except the district attorney at Ely, so McCaffery wired Attorney Ed Farrington at

Elko, now federal judge at Carson. Farrington replied that he could not afford to come for less than six hundred dollars and advised McCaffery to pay the fine, as the case against him seemed clear.

McCaffery, who was unwilling to admit himself beaten and was determined to fight the case, had become quite friendly with Ira J. McKnight, and when the writer came in on the stage from Wells at 10 o'clock on the night preceding the trial he was met by the two men. McKnight, a close friend of the writer, at once proposed that I try to help McCaffery out of his troubles. While having had considerable experience in civil court procedure, the writer was unversed in criminal law, but Ira, being a county commissioner at the time, had all the statutes and the three of us at once began to study up every aspect of the case and by 4 o'clock the next morning when we parted were agreed that we had learned enough law to make Hearne, who was not a lawyer, sit up and take notice. At ten o'clock the next morning, when the case was set for trial, we appeared in Justice Cannon's court and moved for a postponement for four days. The motion was promptly overruled by his honor, whereupon the writer, having been selected as chief counsel for the defense, produced the necessary affidavit and cited the law in the case, proving to the justice that it was mandatory on his part to give the defense a continuance of two days at a time for three consecutive times if necessary to secure counsel. We agreed, however, that if he would grant us four days we would then be ready to proceed with the trial.

The continuance was granted by the justice, and the doctor was then advised to at once get busy among the boys about town, making acquaintances and setting up the drinks occasionally,

while the writer went to Ely to gather further legal ammunition. This trip proved fruitful, for an examination of the county records showed that neither Justice Cannon nor Leonard, the prosecuting witness, had filed the required certificates to entitle them to practice dentistry. While the writer knew that a simple affidavit from the clerk or recorder was inadmissible if objected to by the State, he believed that he could at least get the facts before the jury.

For three days the writer diligently studied the statutes and discovered a number of laws that few people knew about and which had never been enforced. One of these provided that a wood hauler or woodchopper was subject to a fine of from two hundred and fifty to five hundred dollars for cutting or hauling wood on the hills without first buying the land on which the wood grew. Another provided that no saloon-keeper could keep his bar open after noon on Sunday or after midnight at any time under heavy penalties; further, no married man was allowed to play cards in a saloon provided his wife or dependents filed an objection. Likewise, under the Hamill anti-treating law no man was allowed to treat another over the bar. Violation of these statutes carried fines of two hundred and fifty to five hundred dollars with imprisonment of six months.

Armed with all this legal lore the writer returned to Cherry Creek and demanded a jury trial for the defendant, passing every wood hauler, married man and saloonkeeper as jurors. The jury box was soon filled and the veniremen ready for peremptory challenges, but the defense regularly passed its peremptories. The prosecution, ignorant of the number allowed the State, had soon exhausted its quota, and then, falling into the trap as the defense had hoped for, attempted to challenge one more juror. This venire-

man was Charles Phalan, and when defense counsel explained that the State had no right to challenge Counsel Wearne at once apologized to the juror. The defense was well satisfied, however, that Mr. Phalan, who had just become of age, would feel resentful toward the prosecution for challenging him on account of his youth, and that the worst that could be expected was a hung jury.

When the jury was sworn in the defense counsel at once began to read the old statutes which proved that three-fourths of the jurors were lawbreakers and that both the judge and the prosecuting witness, who had been practicing dentistry without filing the necessary certificates, had violated the very law for which they were prosecuting McCaffery. Counsel also proved that the prosecuting attorney, who had been cutting wood and hauling timber for years, was criminally liable under the statutes. After stressing the penalties provided for violations of these laws counsel for the defense insisted that not only should the jury find the defendant not guilty but that it should also find the dental law of the state unconstitutional and authorize the defendant to practice his profession without further molestation.

So strongly was the jury impressed that the first ballot was eleven for acquittal and for declaring the law invalid. W. A. Watson, while strong for acquittal, somewhat doubted the jurisdiction of the talesmen in declaring the law unconstitutional. However, after considering the matter Mr. Watson, who was a true son of his father and strongly opposed to seeing the under dog get the worst of it, decided that he would take a chance and the second ballot was unanimous for declaring the law invalid.

The verdict of the jury was returned at seven

thirty p. m. and thereafter began a celebration which was noteworthy in the annals of Cherry Creek. So pleased was McCaffery that he spent the two hundred and fifty dollars which he would have been fined in entertaining the town and every man in camp got drunk except the judge and the prosecuting attorney. Even Leonard, the prosecuting witness, who had passed his allotted three-score years and ten, in the midst of the celebration jumped on a billiard table and offered to bet Billy Bassett his favorite rattlesnake against a round of drinks for the town that McCaffery could put a better polish on a set of teeth than any other dentist in the State. McCaffery was a great mixer and could play any kind of a musical instrument, could sing and call out dances and was popular in any company in which he found himself. He was still making his annual visits to White Pine county when the writer left the county in 1904.

CHAPTER XII.

HOW WARD WAS DISCOVERED.

Freighting between Toano and Pioche was a considerable industry from 1870 to 1873, both oxen and mule teams being used to haul the heavy traffic between the two towns. Willow Creek and Water Canyon, just south of Ward, furnished good grazing for the oxen, commonly called bull teams, during these years. The ox drivers were generally known as bullwhackers or bullpunchers, while the drivers of horse and mule teams were called muleskinners.

All freighters in these days made it a point to lay over for a day or two at Willow Creek to rest up their teams, and where an ox showed signs of being played out it was customary to

turn it loose at the springs to rest up until the return trip. Oxen turned loose to graze and rest up in this way were known as "sleepers." These sleepers were, in a measure, almost common property, and it was not unusual for a driver who was heavily loaded to pick up a rested sleeper and work it for a trip, no objection being made by the owner as long as the animal was left at the place it was found when the driver made the return trip.

The chief freighting outfits at this time were those of Charlie Coates, William Ballinger, John Henry, Jacob Schallenberger and Mr. Carnahan, the last two named being in partnership for a number of years, finally dissolving their partnership in 1873, I believe, when Mr. Schallenberger took over the teams, while Mr. Carnahan as his share retained a ranch in which the two were interested. Schallenberger and Coates about this time pulled off the Toano-Pioche line and moved to Eureka.

When he disposed of his interest in the ranch to Mr. Carnahan, Mr. Schallenberger immediately bought the Lowrey ranch, adjoining on the north, but did not move on it until the '80s, after which time he made it his home. The writer was well acquainted with Mr. Schallenberger, who was for years one of White Pine county's most respected citizens both being for a time engaged in the same business, that of ox team freighting, hauling timbers from White Pine Mountain to Eureka for use in timbering the Eureka mine in the latter '70s. Mr. Schallenberger at one time owned more bull teams than any other man in the state. While he could neither read nor write, he was considered one of the shrewdest and safest business men in the county and held more mortgages on ranches in Steptoe valley and Duckwater, in Nye county, than any other money lender in the

county. With it all Jake, as he was best known, was a "square shooter" and deservedly well liked and popular.

In addition to Schallenberger and Coates at this time Sam King, Jerry Ahern, Fred Hayes and a man by the nickname of "Multitude" were all engaged in bull team freighting. Jerry Ahern gained considerable wealth in the business and later opened up a merchandise store in Eureka and later engaged in the same business at Tonopah, where his health failed. He then moved to Los Angeles and now, having rounded out his four-score years, is spending his last days happily with his daughter, Mrs. Lee, at Ocean Park, California.

"Multitude" earned his name from his use of the word on every possible occasion. Instead of saying "a large number of bulls," he always said "multitudes of them," and this, together with the fact that he could drive "multitudes" to one string, soon earned him his nickname. Multitude drove the longest string of cattle on the road, fourteen yoke of oxen and five wagons, and was considered the greatest puncher in the business. Multitude had the reputation of being able to make a louder noise with his bull whip than any other puncher on the road, with Jake Schallenberger a close second. It was commonly said that when Multitude laid over for a day at Diamond Springs to repair his "town whip," which was only used on state occasions, he was sure on his next trip to rattle the window panes in Eureka with reports from his whip.

Freight traffic in and around Hamilton and Eureka was unusually heavy from 1872 to 1876, and during these years about a thousand oxen and probably three times as many horses and mules were used in the freighting. Oxen at this time were usually branded on the horn with the

initials of the owner, "J. S." for Jake Schallenberger, "J. A." for Jerry Ahern, "F. H." for Fred Hayes, "W. B." for William Ballinger, "J. H." for John Henry, "B. M." for the writer and "C. C. C." for Charles Chesterfield Coates, commonly known as the three C outfit.

Coates was a well-known character and mention of his name reminds the writer of a story told of him and another old-time freighter named Baker, who was best known as "Humpy," owing to the fact that he was very stoop-shouldered. Baker, who at this time was engaged in hauling lumber from the Hendrie sawmill, in the Snake range east of Jeff Davis peak, had six yoke of oxen and two wagons. He was generally believed to be over fond of gathering up and using the sleepers, or oxen left at the various camping grounds to recuperate.

Coates, in pulling out for Eureka, had left a number of sleepers behind at the different watering places, and it was while searching for these that he met Humpy Baker in Sacramento pass bound for Ward with a load of building lumber. Noticing two of his sleepers in Baker's team, Coates, pulling his six-shooter from its holster, commanded Baker to "unyoke those sleepers damn quick." Baker, who was not acquainted with Coates and who did not know which of the sleepers belonged to him, at once stripped the yokes from all of the oxen except one, his off leader, which was the only animal of his own in the entire outfit.

Coates, then realizing the predicament he would leave Baker in if he insisted on freeing all of the sleepers, asked Humpy if he had a file in his tool kit. Upon receiving an affirmative answer Coates then replied, "then file the three Cs from the horns of those two bulls and keep them, but if I ever again catch you west of White

Pine mountain I will kill you on the spot." Humpy, thoroughly alarmed, heeded the warning and died east of the mountains in the early '90s. This tale fitly explains the big-heartedness of Coates, who always had a sympathetic feeling for any man engaged in the same line of business, while his threat, taken so seriously by Baker, was never meant to be carried out.

The discovery of ore at Ward and the development of the camp was due directly to the freighting business, as it was while hunting "sleeper" bulls one summer day in 1872 that William Ballinger and John Henry made the first ore discovery in what later came to be known as the Ward district. Henry and Ballinger took samples of the likely-looking outcrop they discovered through to Cherry Creek, where assays brought them such good returns that they brought several men, with grub, tools, ammunition and camp outfit back to the scene of their discovery on their return trip from Toano to Pioche.

Camp was made at Willow Creek and Ballinger and Henry proceeded to file on a number of claims covering their new discovery. The one known as the Paymaster proved, I believe, to be the most valuable. Ballinger and Henry put two men to work sinking a shaft and when they had reached a depth of about forty-five feet, with a great deal of promising ore in sight, they sold out to Judge Frizell, who made the purchase either for himself or on behalf of his San Francisco associates. This, I believe, was in the fall of 1873.

Henry, who continued his freighting business until 1874, then pulled off the road and settled in Ward, where he was for years one of the leading citizens of the camp. In 1882 he made the race for county commissioner but was defeated by Ed Crowley of Cherry Creek. Ballinger after selling

out his mining interests to Frizell, bought and settled on what was later known as the Currie ranch, thirty miles north of Cherry Creek. This ranch he later sold to Mr. Currie and then moved to Toano.

Immediately after Henry and Ballinger had sold to Judge Frizell, B. F. Ward, George Tyler and Ben Mitten, all from Mineral City, located the new townsite, which was named Ward in honor of one of the locators. The writer was well acquainted with Mr. Ward, Mr. Tyler and Mr. Mitten, as well as with Judge Frizell, and the facts as set forth here are as given to him at the time he located in Mineral City in 1874. The writer's partner, Allen Forrest, went to Ward to work for Judge Frizell in the fall of 1874, while the writer, after spending November 6 to November 15 in Eureka, returned to the Robinson district.

CHAPTER XIII.

WARD WAS FLOURISHING CAMP.

To Andrew Jackson Millick belongs the honor of building the first house in Ward, Mr. and Mrs. Millick boarding the Frizell miners, but a few in number, when the camp was first opened up. Mr. and Mrs. Millick had several children at this time, Frank, I believe, being about nineteen, while Miss Alice was about seventeen and Dick (A. R.) about thirteen. Miss Millick later married Theodore Matson and their first child, a boy, was named Forrest in honor of Allen Forrest, a prince of a fellow who was admired by all who knew him.

Being well acquainted with the Millick family, the writer spent Christmas day of 1874 with them at their home in Ward. At this time Judge Frizell

was working only a small force of men on the Paymaster, sinking a shaft and finding good pay ore with depth. His force at this time consisted of A. J. Millick, Frank Millick, Bob Hughes (One-Eyed Bob), Lou Carpenter, Allen Forrest, a Mr. Weaver and the latter's partner, Alex McKenzie, who sharpened the tools for the miners. Shortly after the holidays Judge Frizell began to increase his force and early in 1875 the mines were examined by a corps of experts, whose report resulted in the sale of the property in April of the same year to Martin White. It was at this time that the real rush for Ward began.

On April 15, 1875, or shortly prior to the first real rush of immigrants into the Ward district, the writer migrated from Mineral City to the Carnahan ranch, where he assisted Tom Grant and Dave Thompson to plant for Mr. Carnahan one hundred and five acres of barley, this acreage embracing all of the tillable land from the Carnahan residence to where the Monitor mill was later erected on Steptoe Creek. Carnahan at this time had the only hay and barley on hand in the valley and it met with ready sale on the ranch at forty dollars a ton for the hay and five dollars a hundred for the whole barley.

During the early development of his mining property Judge Frizell did not have a dollar to pay for the work but was backed by Henry and Fred Hilp, merchants of Mineral City, who furnished him all the supplies needed for his mine and the men. The workmen agreed to wait for their pay until such time as the mine was sold or returns from the ore were received.

Among the men employed at the mine during this time was Al Forrest, who had been the writer's partner for several years, their friendship dating back to Bingham canyon, Utah, where Forrest had been employed as a smelterer

or furnaceman, while the writer was his helper at the Winnamuck smelting works. Al was very bashful while in the company of women unless he was well acquainted. While in Bingham canyon a handsome widow, a Mrs. Duff, who had seven children, did washing and laundry work for Forrest, the writer and other men employed about the smelter. The writer thought he detected a growing degree of admiration between Al and the widow and not wishing to lose his partner, finally persuaded Forrest to leave Bingham with him and come to Nevada. After a slow journey we finally reached Deep Creek, Utah, in the spring of 1874 and from that point the overland trip to Egan canyon was made with Liberty Millet, a brother-in-law of A. J. Millick of Ward.

Al Forrest, like the other miners employed by Judge Frizell, did not receive any pay until the summer of 1875, when the property was paid for by the Martin White interests, after the writer had left for Eberhardt. During his visit to Ward from May 20 to May 25, 1875, the writer and Forrest thought they might as well locate a claim and try their luck at the mining game, so filed on a claim just north of the canyon and above the boarding house. The prospect was named the Tennessee Forrest, a combination of the writer's nickname, he having come to the west from Tennessee, and that of Mr. Forrest.

At the time the claim was filed on the understanding was that Al was to begin work as soon as he was paid off by Frizell, which was expected to be in time to permit us to do the necessary location work within the specified sixty-day period. With this understanding the writer bought the powder, caps, fuse, tools and other needed mining supplies from Hilp Brothers at Mineral City and stored them with McKenzie and Weaver in their cabin at Ward so that Al

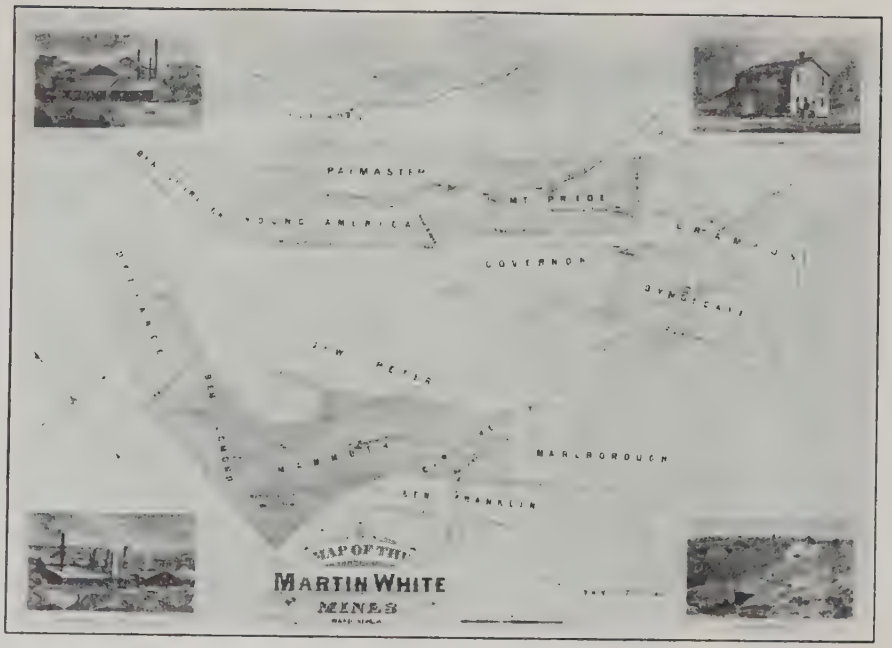
would have everything needed to start work as soon as he was paid off by Frizell.

The writer's surprise can well be imagined when, not having heard from Al for several months and believing he was working on their claim, he received a letter from Bingham canyon, Utah, saying: "Dearest Tennessee: Arrived here O. K. Have gone and done it. Married Duffy and the seven kids. All is well. Al."

With the acquisition of the Paymaster mine from Judge Frizell by the Martin White interests, the real growth of Ward began. Robert Briggs, one of the earliest comers to Ward, was employed as foreman of the Martin White properties, a Mr. Sweetapple being the general superintendent. The force at the Paymaster was increased as fast as possible, miners, carpenters, machinists and mechanics of all kinds being given employment as fast as they came to town. Work of erecting a hoist was started at once and new roads were constructed. When the writer visited Ward in May he helped A. J. Millick cut and snake logs down the mountain to build an extension to his boarding house, which was the only accommodation furnished the miners until Mrs. Yates built her hotel and restaurant. At Christmas, 1874, there were perhaps twelve or fifteen people in Ward, including the Millick family of several children. By May of the following year the population had increased to perhaps one hundred and fifty, and when the writer passed through the camp in the summer of 1877 it had grown to a thriving town of about two thousand people, with over six hundred men employed in the camp. It was at this time that the writer learned that the claim located by himself and Al Forrest had been relocated by Ben Mitten and his brother Granville and that two years before it had been sold for eight thousand dollars as a tunnel site for the Martin White interests.

By 1878 Ward had grown to such proportions that it controlled the county elections, casting more votes than were ever polled by any other precinct in the county during the thirty years spent by the writer in the State, there being six hundred and eighty qualified voters registered in the town. At this time the big smelter was running full blast and the camp supported a wide-awake newspaper, the Reflex, edited by Robert Simpson. The first issue of the Reflex went to press in April, 1877. Mr. Simpson, who was later associated with the White Pine News, edited the Reflex for several years, finally turning it over to Louis Hauck. Keen rivalry existed for some years between the Reflex and the News, which at that time was being published at Taylor. Editorial quarrels were frequent, and while the enmity never reached the shooting point, language in the two papers was not always of the choicest. The Reflex plant was finally sold to the News, at that time owned by W. L. Davis. The Ward Miner was published at Ward from October, 1876, until April, 1877, by Mark W. Musgrove, who moved to Battle Mountain, Nevada, and started the Battle Mountain Messenger in May, 1877.

The surface minerals of the mines in Ward carried a heavy percentage of lead. The first reduction plant erected was the big smelter, which operated for perhaps a couple of years, but as depth was reached the lead and basic minerals to a large degree disappeared. This, with the scarcity of fluxing ore, together with the scarcity of wood for charcoal as well as fuel, necessitated a change in the reduction works, and the furnaces were changed into a mill. The mill was successfully operated for several years, up until along in the early '80s when the ore began to pinch out. Mr. Sweetapple continued in charge as general superintendent of the Martin White interests,



THE MARTIN WHITE MINES AT WARD.

which was the only company of importance in the camp, until relieved by a Mr. Clements, I believe, who assumed charge of mill operations.

CHAPTER XIV.

EARLY-DAY TRAGEDIES IN WARD AND THE BRIGHTER SIDE OF LIFE.

While the camp of Ward produced many hundreds of thousands of dollars it mostly came from the Martin White holdings, with perhaps the Pleiades mine second in the value of its output. In fact, the writer cannot recall any other important discovery in the district. The Pleiades was discovered and located by Matt Gleason and Jack Roach of Minerai City and its discovery led to one of the earliest tragedies of Ward. The mine was located shortly after the discovery of the Paymaster and gave promise of a great future when Roach, in a dispute over a mine deal, killed Gleason. Roach was tried for the murder, convicted and given a life sentence, but later was transferred to the insane asylum, where he died shortly afterward.

Another of Ward's early-day tragedies, and one which divided the camp for a long time, was the killing of Nelson Heuston, town officer, by Tim Finnigan in a dance hall. Just prior to the murder Finnigan's gun had fallen from his pocket and was discharged, causing Shoofly, Minnie Gilmore, Big Mouth Anna and other denizens of the underworld to flee into the street calling for Heuston. The town officer responded promptly and when he reached the dance hall found Finnigan, who had picked up the gun, standing near the bar. Heuston, with his club in his hand, managed to get between Finnigan and the bar and ordered the Irishman out of the place. Finnigan,

refusing to surrender his gun and being afraid to turn his back on the officer, was backing toward the door in a slow and stubborn way when Heuston attempted to drive him faster by raising his club in a threating manner. Finnigan at once fired, killing Heuston almost instantly.

Finnigan was taken to Hamilton for trial and the writer was one of the jury to hear the case, the trial lasting several days and attracting all of the underworld of Ward as well as many of the respectable citizens, the spectators and witnesses being pretty evenly divided for and against the prisoner. However, testimony of the better class of citizens showed that bad blood had existed between the dead man and Finnigan for some time, Heuston previously having made threats against Finnigan's life if he did not either quit drinking or leave town. Just a few days prior to the killing Heuston had told William Bassett that if he were called on to arrest Finnigan he would either take him into custody or kill him. Mr. Bassett's testimony saved Finnigan's neck from the rope and he was given a life sentence.

Another criminal case which attracted much attention in Ward's early days was the trial of a man named Clifford for holding up the Hamilton-Pioche stage, which passed through Ward, in the cedars just below the town. Clifford secured a bar of bullion in the holdup, but was later captured, tried and convicted and given a long term in the penitentiary.

Another attempted stage holdup which ended disastrously for the bandits occurred in 1877, when J. Crawford and John Carlo, both of whom had been employed in the mines at Ward and had borne good reputations, tried to rob the stage as it was coming in about a mile below town. The two men stepped out from the brush where they

were hidden and fired at the driver and Eugene Blair, the messenger. Fortunately both shots went wild and Blair at once returned the fire, killing Carlo and wounding Crawford, who made his escape but was later captured and sent to the penitentiary, where he died a few years later.

The unprovoked murder of a citizen by the name of Leighton led to the only lynching, as far as the writer knows, in White Pine county. This happened in the fall of 1876 when Leighton had refused to loan money to a tough named Donahue, who later hid behind a wagon box and shot and killed his victim as Leighton was passing. The next morning Donahue's body was found hanging from a tree just below town. This lynching had a salutary effect on the toughs of the town and thereafter their murders were confined to their own kind, and to these respectable citizens paid little attention.

From these cases, however, the inference must not be drawn that the lawless element formed any considerable part of the population of Ward, as the camp boasted as clean and fine a lot of citizens as any community in the State, and mention of those who aided in the upbuilding of the camp may not be amiss. Among these was Joseph S. Carothers, who was prominent during the entire life of the camp, having had charge of the Ward mill during all its operations. Robert Briggs was another trusted employee of the Martin White interests until the discovery of Taylor, when he left for that camp. W. N. McGill was consulting engineer and surveyor during the construction and operation of all the Ward plants and was also interested with A. D. Campton in the teaming business, hauling wood and coal to the mills and ore from the mines.

Henry and Fred Hilp were the first merchants to open up a store in Ward in 1875, and they were

later joined by their brother Sol. Sam Roach and Dick Fossett built the first livery stable and later Thomas O'Neill and Dan Morris engaged in the same business. Mr. Morris was one of the first settlers in the county and operated for years the Dan Morris stables at Hamilton. Mr. Morris, who was one of the most popular men in the county, moved from Ward to Montana, where he prospered. He later moved to Los Angeles, where he is now living, having a home at 410 Mariposa Avenue, and while over four score is still enjoying excellent health.

Wash Woodberry and Jim Liddle were both engaged in the butcher business, and when times began to grow slack in Ward in 1878 the two men carried their friendly business rivalry into politics, both entering the race for county assessor, Woodberry making the race as a democrat and Liddle enlisting under the republican banner. Woodberry was successful at the polls and again made the race for the same office in 1882, when he defeated O. M. Converse. Mr. and Mrs. J. C. Edwards were also among Ward's early settlers and were engaged in the rooming house business, coming from Hamilton and later moving to Taylor, where they engaged in the same business.

W. G. Lyons was also an early arrival at Ward, coming from Mineral City. W. R. Bassett, well and favorably known in the camp, was engaged in running a saloon. Bassett, who came from Mineral City, was an early arrival in the camp and his place was always popular. With faro, roulette, billiards, twenty-one or blackjack pool and poker games always running his place was headquarters for the live ones for a number of years, and even after the town was considered dull the street in front of Bassett's was literally covered every morning with playing cards which had been discarded by the poker players in the big

games which were played. Gamblers from Cherry Creek, Hamilton and Eureka all came to Ward to play at Billy Bassett's saloon and were always assured of a square deal in sitting in with John Quinn, Tom O'Neill, Red Mike and T. C. Poujade, the cleanest set of boys who ever sat in a poker game.

Mrs. Jackson, who conducted a dry goods and notion store, was another highly respected business citizen. Left a widow through the death of her husband at Ward in the '70s, with several small children to support, Mrs. Jackson, by her untiring efforts and excellent business management, succeeded in bringing them all up to be grown men and women who proved model citizens. Mrs. Jackson moved to Taylor when that camp opened up and was engaged in business there until her marriage to Johnnie Cupid along in the '80s.

Another of White Pine county's industrious pioneer women was Mrs. Conners, who for years was interested with Mr. Carnahan on the ranch just below Ward. Mrs. Conners moved from Hamilton to the ranch when it was first purchased by Carnahan and Jake Schallenberger, being employed as cook for Carnahan and his men. No matter how many were employed on the ranch, Mrs. Conners was never too busy to get up a fine spread for all comers and the writer remembers when crowds would gather at Mineral City and drive to the ranch to enjoy one of Mrs. Conners' famous meals. Mrs. Conners, being industrious and saving, put all her money into stock, and her herd of cattle multiplied rapidly as the cowboys took great interest in them and always saw to it that her calves were branded promptly. Mr. Carnahan did not engage in the cattle business, his interests being confined to grain and hay. Mrs. Conners' property had grown until she was about

ready to enter into an equal partnership with Mr. Carnahan when he was killed in the summer of 1876 by falling in front of his mowing machine. Mrs. Conners then took her cattle and moved about fifteen miles south to a little spring where there was sufficient water for her stock. This place she improved with dwellings, a stable and corrals, where she used to keep the stage stock and feed stage drivers, passengers and teamsters making the trip between Ward and Osceola. This spring and pass through the mountains were thereafter known as Conners' spring and Conners' pass.

W. B. Garaghan and J. C. Poujade, known as Poujade & Garaghan, were engaged in the mercantile business at Ward, where they amassed a comfortable fortune, but, like many of the other old-timers, put it back again into Mother Earth. Mr. Garaghan was considered one of Nevada's most able and brightest men, having served in the lower house of the legislature, as was mentioned in a previous article. The writer remembers a little story told of Mr. Garaghan along in the '80s when a minister was called from the western part of the state to officiate at the funeral of little Yatsie Briggs, son of Mr. and Mrs. Roberts Briggs of Taylor. Mr. Garaghan, at the time a Ward resident, attended the funeral and after the services was introduced to the minister. During their conversation the minister commented on the fact that Nevada had more saloons and fewer churches then necessary, adding that with more churches there would be fewer crimes.

Mr. Garaghan, ever ready for an argument and to defend the fair name of Nevada, replied that there was not one crime committed in the State for every two in New York, where ministers and churches were more plentiful, and asked the minister how he accounted for that fact.

"That may be true, Mr. Garaghan," replied the divine, "but when a man commits a crime in the East they send him to prison, whereas in Nevada they usually send him to the legislature, I have heard." In view of Mr. Garaghan's legislative services the laugh was on him. The preacher, however, did not know of this and when he later learned the fact offered an apology to the ex-member, assuring him that he did not believe that all members of the Nevada legislature were criminals and that nothing personal had been meant by his remark.

Another instance where Mr. Garaghan's usually ready wit failed him happened in a saloon in Hamilton in 1888, when he was making the race for county treasurer on the democratic ticket, his republican opponent being John Williamson. with a number of other democrats Mr. Garaghan was buying a few drinks and generally making a good fellow of himself, as was the usual custom in those days. At the bar, never missing a round of drinks, was a man named Clements, better known as Rattler. After the bunch had enjoyed a few toasts to the hoped-for democratic success, Mr. Garaghan placed his hand on the shoulder of Rattler, and addressed him as "my good democratic friend here."

"No; you're mistaken, Mr. Garaghan," was the reply. "I'm a republican, though I suppose your mistake is quite natural. I know that I am unwashed and dirty and ragged and a bum and I look like a democrat, but I'm not. I'll admit that I have fallen pretty low, but not that low yet."

CHAPTER XV.

OSCEOLA, GOLD-HUNTERS' MECCA.

Osceola, probably the longest-lived placer min-

SLAG DUMP OF OSCEOLA SMELTER

ing camp in Nevada, was located, I believe, about 1872 by Joseph Watson and Frank Hicks, but virtually nothing was done in the way of development until about five years later. The Osceola placer fields were first discovered about 1877, or at least work of any considerable scale was first undertaken about that time, the writer going to the camp shortly after the first news of the gold discovery became known.

Probably the earliest placer mining done in Nevada was at Gold Canyon, in the Washoe country placer fields, about 1856, but the gold was of a poor quality and the Canyon was abandoned about the time of the discovery of the Comstock in 1859 or 1860.

Another placer camp which was worked for a number of years was Mountain City, near the Nevada-Idaho line in the extreme northern end of Elko county. The first placer mining done there was by Chinese, who operated during the construction of the Central Pacific railroad and who sluiced thousands of dollars from the ravines and hillsides. From along in the '60s to the latter '70s the Mountain City country was quite lively, but when the writer passed through the camp during the early '90s on his way to the Duck Valley Indian reservation there was only one lone Chinaman holding down the camp, which from a mining standpoint had been virtually deserted for years. Many stockmen, however, had located on the streams in the vicinity of the camp, so that the country was fairly well settled.

When the writer reached Osceola during the time of the first excitement he found only a few people on the ground before him. One of these was A. J. Millick, who had just opened the first restaurant and was starting to build a feed corral and stockade stable. There was no great rush to the camp, but it grew steadily and was always a

good, steady town. While other camps in the county were having their lean and fat years, Osceola was always producing gold, and even before there was any water brought into the town the dry-wash boys always had plenty of coin.

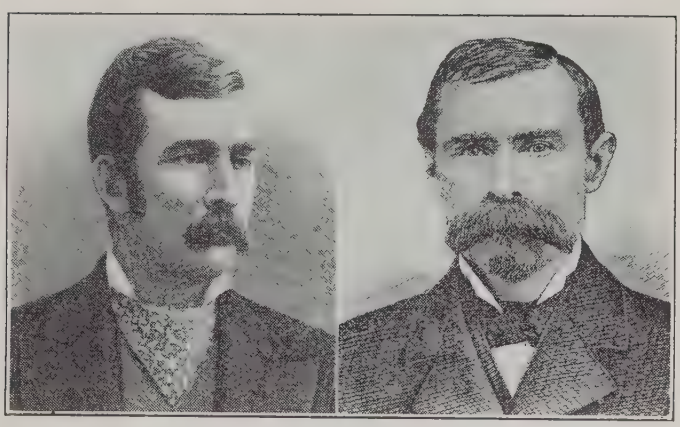
While Osceola was considered a placer camp, there were at least two or three quartz mills erected in the district, one just east of Sacramento summit, which, I believe, was operated for only a short time. Another was located just a little way east of town, and it is my impression that Jack Gilmer of stage fame built and operated a quartz mill in Osceola along in the '80s. The writer's memory is not quite clear as to the period of operations prior to 1889 or 1890, when Ben Hampton began the construction of a hydraulic plant. Mr. Hampton, who spent two hundred and fifty thousand dollars before he shipped an ounce of gold dust, brought water from the mountains fifteen or eighteen miles south of town and built a big hydraulic plant for the Osceola Gravel Mining Company just below town, the water also being used to develop other placer properties financed by eastern capitalists.

The construction of this big hydraulic plant, incidentally, was used as a lever by Mr. Hampton and the writer to secure more advantageous freight rates and to establish Wells as a distributing point for White Pine county, Mr. Hampton as a result of the deal getting a special blanket rate for Osceola. The writer's freight teams hauled from Wells several cars of building material, including a carload of finishing lumber, one of shingles, one of doors and windows and another of kerosene and lubricating oil. This tonnage being new business, of course, would naturally attract the attention of railroad officials, which was the object aimed at. Hampton was shrewd and keen and just the man to show the

Oregon Short Line people that it was not only the haul from Salt Lake to Frisco, Utah, they were losing by the Wells route, but they were also losing this Wells business from the Oregon mills to Salt Lake. Hampton saw to it that none of the freight ever touched the Oregon Short Line during our negotiations, and the result was a traffic agreement whereby everything consigned to the Osceola Gravel Mining Company thereafter had a flat rate of forty cents a hundred from Salt Lake to either Oasis or Frisco, irrespective of classification. The same articles consigned to Glascock & Marriott, Scott and other merchants of Osceola carried a rate of sixty-two to eighty cents a hundred and all freight bills would show the same rate, but Hampton's company was taken care of by a refund made at the Salt Lake office of the railroad company.

Osceola was for many years an excellent little business town and its merchants enjoyed a good standing in the commercial world, always being able to discount their bills regularly. A good volume of the trade of the town came from the ranchers and stockmen for many miles around in the Spring and Snake valleys.

Snake valley was one of the most productive valleys in the State, and its earliest settlers represented the highest type of citizens in the county. One of the first of these settlers was George W. Baker and his family, including his charming wife, his daughter, who married Dan Simonson, and his four sons, Martin, P. M. (Doc) and the twins, Howard and Harry. Mr. Baker and his wife, who were engaged in farming and stock-raising, came from the south and were highly cultured. Martin, while an invalid, was one of the best read and best posted men in the state. Mrs. Simonson, who was a school teacher, was also well educated. Mr. Baker, Sr., was a candi-



GEO. W. BAKER, GEO. P. BLAIR.

date for the state assembly on the democratic ticket in 1886 but was defeated by W. G. Lyons. The Bakers, who lived for many years in the valley, by shrewd management and hard work amassed a comfortable fortune.

Calvin Warlick, a North Carolina "tarheel," owned a sawmill in Snake valley close to the Baker ranch. Mr. Warlick was popular in the county and was elected a county commissioner from Snake valley in the latter '80s on the democratic ticket.

Mr. Dearden, who for years was one of Snake valley's most prominent and successful merchants, owned a general store near the Baker ranch and, I believe, later was successful in having a post-office established there, which was called Baker. While Mr. Dearden was unable to either read or write he attended to his store business without help for many years until the business grew to such volume that he had to employ help. Mr. Dearden's system of keeping his own books always remained a dark secret, but it is a fact that he was seldom known to make a mistake in the accounts of his many charge customers.

In this connection the writer is reminded of a story told of Mr. Dearden by Cal Warwick, who purchased at Dearden's store all the supplies for himself and his sawmill force, paying his bills monthly. Mr. Dearden, of course, did not render any statements, but always called off the items to his customers when they came to pay their bills. In calling off this particular month's purchases to Cal the conversation went something like this:

"Dollar's worth of Arbuckle's coffee," said Mr. Dearden.

"Correct," replied Cal.

"Dollar's worth of sugar."

"Yes."

"Gallon of whisky, $7."
"That's right."
"Flour, $2.25."
"Correct."
"Tea, 50 cents."
"Yes."
"Gallon of whisky, $7."
"Correct."
"Baking powder, $1."
"Right."
"Pair of overalls, $1.25."
"Yes."
"Cheese, $4."
"No, Mr. Dearden, none of us use cheese."
"You must have got it," replied Dearden.
"No," answered Cal, "you have no doubt charged me up with a sale made to someone else. Better look over your accounts and maybe you will find who bought it."

A few days later Cal dropped into the store and inquired if Mr. Dearden had found the mistake about the cheese.

"No, Cal, it was not a mistake," said Dearden, "only it was not a cheese but a grindstone. I merely forgot to put the hole in the center."

William Gregory and his partner, Alex Gonder, were also old-time settlers in Snake valley, but later dissolved partnership, Mr. Gonder taking the Corn creek property while Mr. Gregory took the upper ranch, some twelve miles east of Osceola.

Johnny Smithson, another early settler in the valley, was one of White Pine county's loyal and industrious citizens. Other stockmen of early days were Ed and Jim Robinson and Ike Gandy, who were located in the north end of the valley. Abner Lehman, who died in the early '90s, also owned stock and a small ranch on the west side of the valley. Mr. Lehman was the discoverer of

the famous Lehman cave, which at one time promised to be one of the show places for the west.[1]

J. H. Marriott was one of the earliest comers to Osceola, arriving from California shortly after the fame of the town began to spread. Mr. Marriott and a Mr. Glascock were partners for years in a general mercantile store, Mr. Glascock devoting most of his time to the business while Mr. Marriott looked after mining and the other business interests for outside concerns and finally, I believe, assumed full charge of the hydraulic works. Mr. Marriott acquired a small fortune in Osceola, at one time owning nearly every building in the town. Mr. Marriott and his wife were noted for their hospitality and the latchstring at their home, a mile below town at the hydraulic plant, was always out. If by chance they learned that a friend of theirs had visited the town without coming to spend a night at their home, or at least to have dinner with them, that friend when next seen had to be provided with a mighty good excuse.

Mr. Scott was another pioneer merchant of Osceola who enjoyed the friendship and respect of every resident of the county for years. George G. Blair, another Osceola pioneer, was elected to the assembly on the democratic ticket in 1880. Boone Tilford at intervals during the life of the camp was engaged in mining and operating a restaurant and rooming house.

W. H. Buntin and Mr. Gaby, his partner, were engaged in placer mining. Mr. Buntin, I think, was the discoverer of the tungsten district several miles south of Osceola. Mr. Buntin, with Mr. Marriott, I believe, operated at Tungsten until he located at Ely along in the late '90s. Mr.

[1]The caves are now a national monument. (Note by the Editor).

Buntin was popular throughout the county and was often suggested by his friends for public offices, but preferred private life and refused to enter the political field.

George Doyle, another of Osceola's prominent and successful business men, entered into partnership with Mr. Marriott along in the '90s and later married the latter's daughter. Mose Woodman, another of the old-timers, came to White Pine county in 1869 with A. C. Cleveland and the two men always remained bosom friends. Outside of his wife, no other was as close to the heart of Cleveland as Mose Woodman. Mr. Woodman was one of the first locators of the mines near Sacramento pass and for years held the water rights at Sacramento springs, even before the placer discovery at Osceola. Between the pass and Cleveland's ranch, with prospecting at intervals, Mose Woodman spent half a century in White Pine county. For the last forty-five years the writer has been personally acquainted with Mr. Woodman and has never met a man who knew him who was not his friend.

An eventful tragedy which stirred Snake Valley in the early '80s was the murder of Johnnie Green by Ketchum, who owned a ranch in Snake valley just across the Nevada line in Utah, and the killing of Mr. Ketchum by his son. Ketchum had a reputation for years as a game sport and was known to wager one thousand dollars on the result of a cock fight, thinking no more of this than the ordinary man would of a two-fifty bet. It was not unusual for Ketchum to go over into Utah and lose ten thousand dollars on a horse race or to win and drive home five hundred or one thousand head of stock. Liquor, however, finally got the best of Ketchum and he ran through his own fortune and was in a fair way to do the same with the money his wife had at the time of their mar-

riage. Mr. and Mrs. Ketchum had some trouble and I believe had separated.

Ketchum, when drinking through the valley, had made threats against the lives of his wife and family and had also threatened to kill Johnnie Green, who was employed by Mr. Ketchum. Green, who for years was a stage driver for Gilmer & Salisbury and later for Jot Travis, was an excellent horseman and was looking after horses and cattle for Mrs. Ketchum. Green had paid no attention to the threats of Ketchum, believing that it was only drunken talk. However, one night Ketchum sneaked home and hid himself in the barn and when Green went to feed the stock early the next morning Ketchum shot him through the heart.

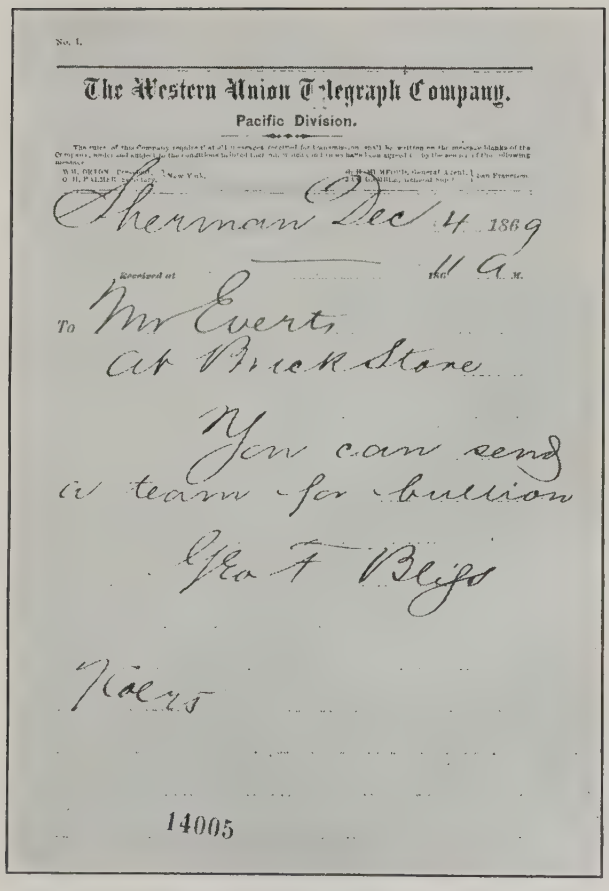
The slayer, rifle in hand, started for the house. His 16-year-old son, hearing the shot which killed Green, seized his rifle and as his father came toward the house fired through the window, killing Ketchum instantly, and thereby probably saving the lives of the entire family.

Another tragedy which marked the early history of Osceola was the killing of Joseph Ayres in 1879 by D. B. Akey. Captain Akey, as he was best known, was a quiet and unassuming man. While arrested for the killing, he was able to clearly show that it was done in self-defense and was promptly acquitted.

CHAPTER XVI.

WHEN TAYLOR WAS A BOOM CAMP.

White Pine county has been fortunate in that as one mining camp played out and was deserted, another ore discovery opened up new territory, so that many of the residents of the county migrated from one camp to another, always keeping within



No. 1.

The Western Union Telegraph Company.

Pacific Division.

The rules of this Company require that all messages received for transmission shall be written on the message blanks of the Company, under and subject to the conditions indicated thereon, which conditions have been agreed to by the sender of the following message:

W. H. OKTON, President, New York. H. H. MEIGS, General Agent, San Francisco.
O. H. PALMER, Secretary. J. C. GAMBLE, General Supt.

Sherman Dec 4 1869

Received at 11 A. M. 186

To Mr Everts
at Brick Store

You can send
a team for bullion

Geo F Bliss

Koe 75

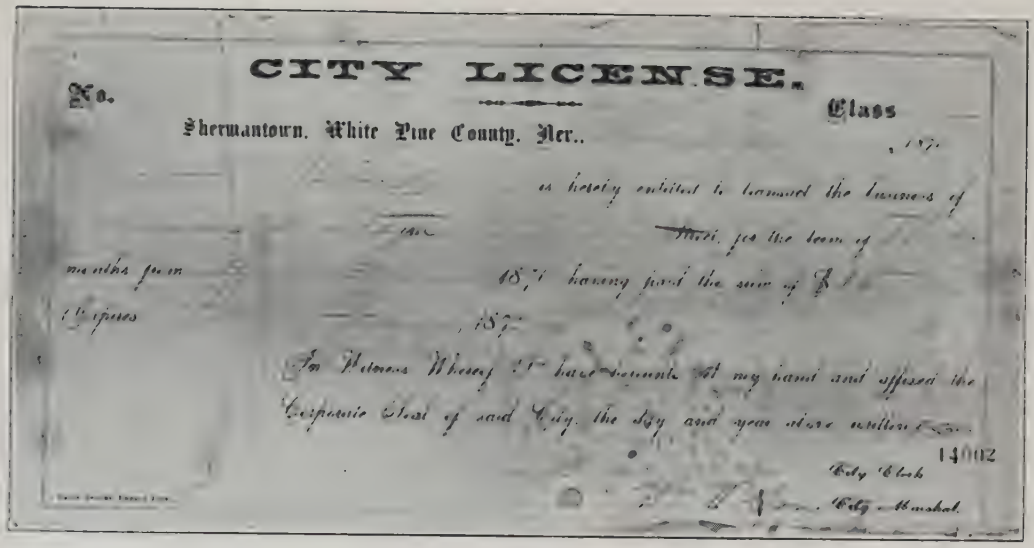
14005

WESTERN UNION TELEGRAM FROM SHERMAN.

the county limits, and their names are linked with the history of a number of camps. Among these is the name of Joseph Carothers, one of the earliest comers to the county who located at Shermantown in 1868. Mr. Carothers' chief distinction, however, probably rests in the fact that he may well be called the father of Taylor.

Along in the early '80s, when Ward began to decline, Taylor first came into prominence. The Monitor, Argus and Hixon mines were all discovered and located about the same time. These three properties, I believe, were the only ones of prominnce in the district, but their output was sufficient to establish Taylor as a steady camp for a number of years. The writer's memory is not clear regarding the first locators of the camp, but I believe that the first prospecting was done by representatives of the Martin White company, sent by Superintendent Sweetapple of that concern. The name of one of these locators was probably Taylor, who gave his name to the camp. However, beyond making some locations which never panned out, nothing further was done by the Martin White interests.

W. G. Lyons, representing himself, Robert Briggs and W. N. McGill located the Monitor mine. The three partners uncovered a body of exceedingly high grade ore, and while none of the men had much money the excellent showing of the mine was all that was needed and they had no difficulty in raising capital to finance the construction of a mill. Hilp Brothers advanced needed supplies and in a short time after they had made their first location they had constructed a small quartz mill, run by water from Steptoe creek, nine miles from Taylor, and the stamps were busy pounding out the silver metal. The three partners operated the Monitor mine and mill at a good profit and had acquired, for those



CITY LICENSE.

No. Class

Shermantown, White Pine County, Nev.,

is hereby entitled to transact the business of

for the term of

months from

18 having paid the sum of $

Copies 18

In Witness Whereof I have hereunto set my hand and affixed the Corporate Seal of said City, the day and year above written.

14002

City Clerk

City Marshal

SHERMANTOWN LICENSE

days, comfortable fortunes before they disposed of their interests to Frank Drake, acting for an English syndicate, at a figure reported around one hundred and eighty-five thousand dollars. The English company had operated the property for only a short time when the high-grade ore pinched out and this, coupled with the big decline in the price of silver, forced a suspension of operations.

The Hixon mine, owned by Jim Hixon, made several shipments of high-grade ore, but the vein pinched out and the mine never reached the stage of a producer and its life was of short duration.

The Argus mine, while its ore was not as rich as that of the Monitor, was in reality a more valuable property, as the tonnage mined was many times that of the Monitor. It was in connection with the financing of the Argus property that Mr. Carothers came into prominence and earned his title to being the father of the town. Mr. Carothers, who was one of the first real mining men to come to the camp, was beyond a doubt one of the greatest mining and milling experts in the State. He made several trips east to secure outside capital for the development of the Argus property and was instrumental in interesting the heirs of the Aultman estate of Canton, Ohio, who for an interest in the mine advanced the money for the development of the mine and for the construction of a large mill on Steptoe lake, nine miles from the mine. A. J. Underhill of Canton was sent to represent the Ohio interests in Nevada and had charge of the finances of the property for a number of years.

The ores of the Taylor district were entirely of a free-milling silver variety, with a negligible amount of gold, and on this account the camp gave employment to a large number of men. In less than eighteen months from the time of the

location of the Argus and Monitor mines the camp had attracted a population of one thousand five hundred, its growth being phenomenal even in those days of quickly upspringing mining communities. However rapid was the rise of Taylor, its decline was scarcely less rapid. It was estimated that one thousand five hundred people, mostly inhabitants of Taylor, attended the camp's Fourth of July celebration in 1888. All were prosperous and busy, silver then being quoted at one dollar and twenty-two cents. A little over two years later, in November, 1890, when the writer passed through Taylor enroute to the A. C. Cleveland ranch, the only inhabitants of the camp were James Sillyman and his family and John Verzan. Silver at that time was quoted at sixty-two cents.

While the name of Joseph Carothers is indelibly linked with that of Taylor, he had for many years previous been one of the prominent men of the county. From the time he first located at Shermantown in 1868 he was actively identified with the camp and was engaged in the mining and smelting business there, enjoying the implicit confidence of the people and many investors who sought and followed his advice regarding the reduction of ores and other mining and milling problems. Mr. Carothers saw the rise of Shermantown from a small camp to a town of over four thousand inhabitants and boasting five quartz mills and two smelters, together with a mill in Swansea canyon, three-quarters of a mile west, with a population of three hundred.

Mr. and Mrs. Carothers had four children, all of whom in later years were actively identified with the upbuilding of White Pine county. Miss Alice, the oldest daughter, was born in Shermantown. After imbibing all the knowledge afforded by the schools in the camps she went to Salt Lake

City, where she was graduated from the high school at the age of sixteen, and there she received a teacher's certificate a year later but could not be employed as a teacher on account of her youth, the law requiring that a teacher be at least eighteen years of age. While still young Miss Carothers was accounted the brightest student in the State and she later gained similar recognition as an educator from such well-known men as A. T. Stearns, at one time principal of the state university; Orvis Ring, for years state superintendent of public instructions; and H. C. Cutting, who succeeded Mr. Ring. Mr. Stearns, who was superintendent of White Pine county's school for years, aptly characterized her as a walking encyclopedia. Miss Carothers married W. H. Buntin, one of White Pine county's popular young men, along in the latter '90s and died in Ely in 1918.

Ida and Virginia, the other two daughters of Mr. and Mrs. Carothers, were born in Ward and given every educational advantage and, like their oldest sister, in later life became school teachers. Miss Ida Carothers married Mr. Gray, an enterprising young man of Ely, in the '90s. Mrs. Gray died in Salt Lake City in 1910. William J. Carothers, the only son, was born in Mineral City during the '70s and followed mining during his later years up to the time of his death in Ely in 1911. Miss Virginia Carothers, the only one of the four children left, has always been engaged in educational work or in some other position of public trust and, I understand, is now a member of the board of education in Ely, where she is making her residence with her widowed mother, Mr. Carothers having died in the early '90s. The writer has known Mr. and Mrs. Carothers for over forty-five years and their children from their earliest childhood and feels that no histori-

cal tribute can do too much honor to their memory.

When the writer visited Shermantown in 1875 Dr. E. X. Willard and his family were the only residents of the camp. The doctor was looking after the mills and a few other buildings still standing in the town, most of the houses having been moved to Hamilton to aid in the restoration of the town after the disastrous fire in 1873. Many of the buildings were also moved to Eberhardt, and in fact all of the camps throughout the county levied on Shermantown and Swansea for houses, mill buildings and machinery for years.

Dr. Willard raised a large family in Shermantown. Treasure, his oldest daughter, was born on Treasure hill, taking her name from her birthplace. Incidentally Treasure Robinson, daughter of Johnnie Robinson, a machinist who was well and favorably known throughout the county, received her name in the same way. Miss Katherine McElroy, daughter of Mr. and Mrs. Pat McElroy, was also born on Treasure Hill. The writer was well acquainted with all three of these girls, who in later years all became school teachers whose kindly dispositions made them popular with all classes.

CHAPTER XVII.

EARLY DAYS OF TAYLOR CAMP.

During the entire operations of the Argus mill on Steptoe lake nine miles from the mine, there were only five families making their homes at the mill. These were the families of Jesse Peaslee, J. S. Carothers, Biago Luchisi, A. J. Underhill and B. F. Miller. Mr. Peaslee was an old-time resident of the county, having for years made his

home at Taylor, Cherry Creek, Ward and Ely. Altogether he was engaged in the teaming business for over thirty years in White Pine county. He first came to Hamilton in 1869 and worked in a pan room as an amalgamator and while living at the Argus mill was engaged in hauling Argus ore from the mine to the mill. Mr. Peaslee and Mr. Luchisi moved to Ely, while Mr. Carothers made his home at the mill up to the time of his death in the early '90s, when the largest funeral procession ever assembled in White Pine county followed his body to its burial place in the Ely cemetery.

B. F. Miller Jr. was the first child born at the Argus mill, his natal day being January 11, 1887, a short time after the Miller family had located at the mill. A little over two years previously B. F. Miller Sr., who had been living at Cherry Creek, make a trip to Idaho and while he was away the democrats of White Pine county held their convention and, being short of candidates, had nominated him for county treasurer, his opponent on the republican ticket being J. H. Lockwood of Hamilton, who had previously made the race twice for treasurer and three times for county commissioner and had never been defeated. At the 1884 national election James G. Blaine, republican, defeated Grover Cleveland, democrat, by a majority of one hundred and seventy-five out of four hundred and eighty votes cast in the county, so Mr. Miller's chances appeared slim.

However, on his return from Idaho, October 20, 1886, the writer decided he would not meet defeat tamely and made a ten days' campaign, two days being spent at the Cleveland ranch. In spite of the fact that he was the better qualified man for the place, the writer was defeated by thirty-three votes, clearing proving his right in his contention that all republicans should be shot at sun-

rise without benefit of clergy. "Cleve" added the last touch of bitterness to the defeat by suggesting that if the writer had only stayed at home, where he would not be seen by the voters, he might have been elected.

After this reversal of fortune the writer decided to go to work and put in sixty-eight shifts at the Argus mine, the only time he had ever worked for another man in forty-five years, waiting for spring to open up, as he had meanwhile secured a contract at Taylor to furnish the Argus company with wood and coal for its mill and coal for the mine. In the fall of 1887 the writer went to Spruce mountain, Elko county, where his daughter Minnie was born, but shortly afterward returned to Ely and later went to the Argus mill, where the family remained until the mine and mill closed down in 1889, when they moved to Wells for the winter.

When the two children grew to school age they went with Mrs. Miller in 1896 to Salt Lake City, where they lived for four years until they completed their high school education. The writer in 1890 entered the mercantile business at Cherry Creek and Mrs. Miller came there with her daughter to make their home for several years before going to Searchlight, Nevada, in 1905.

B. F. Miller Jr. had meanwhile graduated from Harvard and engaged in the mercantile business at Searchlight. He later entered into partnership with Charles H. Jonas, a mining engineer of the Quartette Mining Company of Searchlight during the operations of that company, which two years previously had paid dividends on a four million dollar valuation basis and was considered the largest mine in the state.

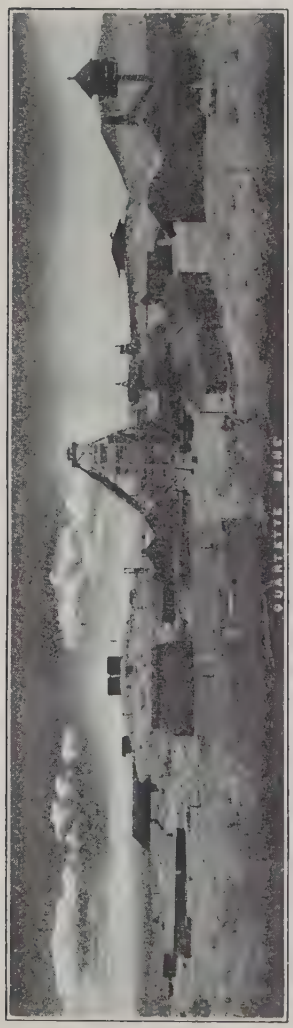
The Quartette property from the nine hundred to the one thousand two hundred foot levels had shown steadily decreasing values and at the one

thousand three hundred foot level work was abandoned. Mr. Jonas at this time secured a lease on the entire abandoned property, including mills, mines and dwellings. He later subleased workings in the mine and the leasers made such good profits that Mr. Jonas in a short time had sufficient capital to warrant trading a half interest in the lease for a half interest in the Miller store. Mr. Jonas later married Miss Minnie Miller, a sister of his partner. The partnership proved a success, the only quarrel between the two being over the respective merits of Yale, of which Mr. Jonas was a graduate, and Harvard, Mr. Miller's alma mater, as seats of learning. These quarrels were generally ended by Mrs. Jonas, who claimed that both were cow country schools compared with Stanford, of which she was a graduate.

After two years the partners bought the entire Quartette property and uncovered several pockets of rich ore. Mr. Jonas later sold his interest to Mr. Miller and moved to Los Angeles, where he is now vice-president and general manager of the S. & S. Shock Absorber Company, having a working field of twelve western states. The company has proved a success and Mr. Jonas asserts that his only worry comes from fear of damage suits due to the fact that the shock absorber so effectually kills the jar of machines that drivers never notice punctures or blowouts until the casing, and often the rim of the wheel are completely ruined.

B. F. Miller Jr. was married to Miss Gertrude Hansen of Salt Lake City in 1915. He later moved to Los Angeles, where he is now engaged in the banking business.

From the latter '80s until 1905, when the family moved to Searchlight, the writer had been engaged in the star route mail and stage business, maintaining his postoffice address at Ely for a



THE QUARTETTE MINE AT SEARCHLIGHT.

continuous period of twenty years. Mrs. Miller died in Los Angeles in 1915, the family having made its home in that city for several years previously.

Arthur J. Underhill, Jr. was the second child born at the Argus mill. After the Argus property ceased operations Mr. and Mrs. Underhill moved to Ely, where they made their home until Mr. Underhill was called east to assist in winding up the business of the heirs of the Aultman estate, he having looked after their financial affairs for several years in connection with the Argus property.

During its entire life Taylor was singularly free from the early tragedies which marked many of the other camps. To the writer's knowledge there was no serious crime committed during the town's existence, in spite of the fact that its population was greater than that of many other camps.

Harry and Fred Hilp were the pioneer merchants of Taylor, having started the first store, built of dry good boxes, with the first bar built under a cedar tree on Monitor hill, half way between what was later known as New Town and Old Town. The Hilp brothers came to Taylor after previously having sold their store at Ward to their brother Sol, who later also purchased the business at Taylor and erected the large store building in South Town.

The first eating house in Taylor, a tent affair, was built and operated by Charlie Lee, better known as Chiney Charlie.

John Quinn, Billy Bassett, Boss Weber, Johnnie Weber, Robert Martin, Jim McOmie and Bob McKercher were all engaged for a time in the saloon business at Taylor, most of them coming from other camps in the county.

CHAPTER XVIII.

TAYLOR AND THE OLD-TIMERS.

Robert Briggs, who was a partner of W. G. Lyons and W. N. McGill in the Monitor mine, ranked not only as an early settler in the White Pine district but was also recognized as one of the State's prominent men. Mr. Briggs left Missouri in his youth and located in California before deciding that Nevada offered more opportunities than any other state in the Union. He was elected to the Nevada senate in 1884 and while a member of that body won a place as one of its leaders. Mr. Briggs was married at Ward in 1876 to Miss Julia Fouts, the accomplished daughter of Mrs. Fannie Yates of that town. Through the early operations of the Monitor property at Taylor Mr. Briggs acquired a life competence, but the loss of their little son Yatsie, who died at the age of four years in 1897, broke the hearts of the parents and both lived but a few years, Mr. Briggs dying in California during the latter '90s, while Mrs. Briggs passed away at Ely shortly afterwards.

W. .G. Lyons, associated with Mr. Briggs and Mr. McGill in the Monitor and himself the locator of that property, was actively identified with the business life of Taylor until the time the property was sold to Frank Drake, who purchased on behalf of an English syndicate. Mr. Lyons was elected to the state assembly in 1886 on the republican ticket. However, from the vote he received in his home town of Taylor it would be difficult for a stranger to guess his political affiliations, as he received nearly every one of the two hundred and thirty-four votes cast in the precinct. Mr. Lyons, always having himself been a working man, received the solid support of the workers, with whom he was always popular. The writer

has known Mr. Lyons since 1874, at which time he was engaged in burning, hauling and selling coal to the furnace at Mineral City, being in partnership with Ike Lennox under the firm name of Lyons & Lennox.

Johnnie Cupid was one of Taylor's popular business men, being the owner of a general merchandise store. Mr. Cupid made a great deal of money in his business but gave it away almost as soon as he received it, being unable to turn a deaf ear to any plea made by a needy man for food or clothing. Mr. Cupid made the race for county recorder in 1888 and again in 1890 and was overwhelmingly elected both times, an inevitable result in view of his wide-spread friendship and popularity. He later moved to Sumpter, Oregon, during the '90s and, I understand, died there.

Dave Felsenthal, who purchased the business of Mr. Cupid, operated the store for some time until forced to abandon the town when Taylor was entirely deserted. Mr. Felsenthal was well known and popular throughout the county and made the race for county commissioner in 1888, but was defeated by Mike Boyle by the narrow margin of nine votes.

Tom Edwards was another Taylor merchant who enjoyed wide popularity. Mr. Edwards, having himself polished a drill, had a large following among the miners and working class of people generally. However, with the big decline in silver Mr. Edwards was no more fortunate than the others and went down in the crash with them. Mr. Edwards, who had previously married Mrs. Roberts, the charming daughter of Mrs. McFadden of Pioche, after the shutdown of Taylor went to Delamar. He made his home there, engaging in the saloon business until the boom started at Rhyolite, being one of the first to reach

the new district and establishing the first lumber yard in the Bullfrog district, being associated with Charles Schwab, the steel magnate. Mr. Edwards cleaned up a comfortable fortune in the district and later settled in California, where he died. The writer's first acquaintance with Mr. Edwards dated back to the old days in Eberhardt when Tom, a beardless boy of about eighteen years, was acting as assistant chief engineer for one of Sam King's bull teams, hauling wood for Frank Drake.

Jack Wheatley was another popular Taylor resident, being the owner of a restaurant, which was managed by Mrs. Wheatley, while he worked in the mine most of the time. Mr. Wheatley had served as secretary of the Miners' Union at Cherry Creek and at Ward before coming to Taylor and also held the same position in the last named camp, being always liked by his fellow workers. At the time the writer worked for about two months at the Argus mine he had Mr. Wheatley for a partner, and it was during this time that the latter almost lost his life, his escape from death being little short of miraculous.

While sinking the shaft where the hoist was later installed Mr. Wheatley and the writer had just put in two holes. Having finished loading, the writer went to the top, Jack remaining to fire the blast. Big Tony, an Italian, was our windlass man and was needed to help the writer, Wheatley being a man who weighed over two hundred pounds. Receiving the signal that the fuse had been lighted and to haul away, we started the windlass and had hauled Jack up about twenty feet in the eighty foot shaft when in some manner his foot slipped and he fell to the bottom. Realizing his danger, we at once dropped the rope to the bottom, but about this time the first

shot went off, followed a few seconds later by the second shot.

Believing that Wheatley must certainly have been killed, the writer at once shouted down the shaft, "Are you alive, Jack?"

"Yes," came the angry retort, "but for hivins sake get me out of here. This shmoke is killin' me."

Pat Bonner and John Baird, who happened to be near by, were attracted by our shouts and immediately went down the shaft and placed a rope around Jack, who was promptly hauled to the surface. With the exception of a sprained ankle and a bruised spot on the fleshy part of the back Jack was all right, but the effect of the concussion injured his hearing later on.

Hundreds of people at the time wondered how the escape of Wheatley was possible, and yet, in a way, the explanation was simple, for his life was saved partly by good luck and partly by quick thinking on the part of the miner. It so happened that the first shot was what is known as a "lifter," directed from one side at the bottom of the shaft. The second shot was used to widen or straighten the wall of the shaft, perhaps three feet above the bottom. Wheatley had presence of mind enough to lie down in the side of the shaft oppcsite the lifting blast and almost directly under the second shot which would explode directly outward. The first lifting shot sent a shower of rocks into the air and the second blast, immediately following, made a cross-current which broke the fall of the rocks. While the time between the two shots was only a matter of seconds, Wheatley said afterward that the time seemed an eternity to him, as a delay in the second explosion meant to him the difference between life and death. However, within a week he was

up and around, apparently none the worse for his adventure.

Another accident, the second and only one of importance in the history of the camp, occurred in the big open chamber of the Argus mine in the fall of 1886. Pat Duff and Charlie Cameron were working together, just starting a drift from the big chamber. While drilling out a missed hole, Cameron acting as striker while Duff held the drill, the drill struck an unsuspected charge of dynamite and the resulting explosion instantly killed Duff, who was leaning over the hole, and blew out the eyes of Cameron, incidentally tearing the soles from his nailed shoes. Parts of Duff's body were picked up for a radius of several hundred yards, so great was the force of the explosion. Strange as it may seem, none of the other miners in the open chamber were injured. Duff was considered one of the most experienced miners in the district and how he came to be drilling out an unexploded hole has always remained a mystery.

Taylor throughout its entire history was a quiet camp. The greatest excitement in its history, in the memory of the writer, was when Ed Watkins, a fire-eating one hundred and thirty-five pounds of bone and muscle, knocked big Doc Gibson, a two hundred pounder, off the sidewalk in 1887. Ed's ire was roused when Doc called President Cleveland some uncomplimentary names. The strange part of the trouble was that Ed was a strongly partisan republican and a delegate to the party's county convention, while Doc Gibson, who strongly criticised the then democratic president, was himself a democrat and a delegate to that party's county gathering.

"He may be a democrat, but at least he's my president and entitled to respect," was the ex-

cuse of Watkins in explaining the cause of the trouble.

CHAPTER XIV.

NEWARK VALLEY IN OLDEN TIMES.

Newark valley, situated between Huntington valley on the north and Fish Creek valley on the south, and bounded on the east by the Pancake and Mokomoke mountains and on the west by the Diamond range, was one of the first settled valleys in White Pine county. The valley, about sixty-five or seventy miles in length and varying in width from ten to fifteen miles, is fairly well watered and quite fertile, so that it was a natural magnet to attract stockraisers and farmers.

When the writer first visited the valley in 1875 he found that a number of settlers had already made their homes here. On the west side of the valley near its northern end was the ranch of Allen A. Conover, who had located at Cole creek and was engaged in ranching and stock-raising. Mr. Conover was a staunch democrat and for years represented Cole Creek precinct in the democratic county conventions. Adjoining the Conover ranch was that of Nick Simonson, who was a stalwart republican and represented the precinct in the conventions of that party.

On the east side of the valley, near the north end, were some warm springs which were located by the Hankins boys, who were engaged in stock-raising and dairying, finding a ready market for their products at Eureka and Hamilton.

Adjoining the Hankins ranch was that of a woman who was, I believe, called Aunt Martha, who had built up a prosperous horse and cattle ranch. She had purchased the old Mormon church "71" brand, the first iron ever used by white men

in what is now the state of Nevada and which was the property of the Mormon church when Nevada was still a part of Utah. She was one of the best judges in the State of both horses and cattle and in 1875 imported two blooded stallions from France, one being the famous Percheron Leo, which was purchased for three thousand two hundred dollars, at that time considered an exceptionally high price, and the other a dapple gray Norman stallion. Aunt Martha's and the Hankins ranches were the only ones on the east side of the valley at this time.

Farther south of Simon's place on the west side of the valley were ranches owned by Billy Smith, Chris Beck, Mr. McDougall and Herman Sadler, who owned the Do Drop In station.

Thomas Robinson, William Curren and John H. Daly were engaged in mining and milling, operating the Bay State properties for many years at Newark. Mr. Robinson and Mr. Daly were married to sisters of Mr. Curren, and the three families for years enjoyed an enviable reputation for hospitality. Roger McMinomy was another highly respected citizen who at this time resided just north of the Newark mill. The writer was personally acquainted with everyone in the valley except Martha, and knew her only by reputation.

A coal discovery along in the '70s, just east of the Newark mill, on Pancake mountain, created considerable stir at the time and a great deal of development work was done, the property being most promising, but owing to inadequate transportation facilities operations were abandoned after a year or so.

Just east of Newark valley was Long valley, bounded on the west by the Huntington and Pancake ranges of mountains, on the east by the Egan range, on the north by Ruby valley and on

the south by the north end of Mokomoke mountain, about twelve miles north of the Shekel's ranch, in Illipah canyon.

While Long valley is about fifty miles in length and from six to twenty miles wide, it was not settled owing to the fact that the only water of any consequence throughout its entire length was a stagnant slough located about the center of the valley and some twenty-five or thirty miles in length. Long valley was situated at a higher altitude than the rest of the surrounding country, and in the winter was usually covered with such deep snow as to make it an unsafe range for stock. The only sign of civilization was an occasional branding or stock corral. The valley was noted chiefly for two things—snow in the winter and mosquitoes and horse flies in the summer.

The Hunter mining district was situated due east of Long valley, on the west side of Egan range, about fifteen or eighteen miles south of Cherry Creek. The district was located in the early '70s, was noted for its output of lead and silver and produced considerable wealth at intervals for some years. George Kennedy of Cherry Creek erected a furnace in the district and at one time shipped large quantities of high-grade bullion. After Mr. Kennedy's death the district was virtually abandoned.

During the late '70s and '80s considerable free gold was mined in Telegraph canyon, about ten or twelve miles south of Cherry Creek, on the western slope of the Egan range. A mill was erected by Fred Gutchet and George Judson, and this mill, together with their gold claims, I believe, was later sold to Dick and Hugh Frank. Virtually no mining operations were being carried on in Telegraph canyon at the time the writer left the county.

Cocumonga district, between Telegraph and

Egan canyons, at one time gave promise of rivaling the famous Cripple Creek district. W. A. Watson was the discoverer of Cocumonga and through his efforts considerable money was expended there, but he was unsuccessful in locating a paying property at the time the writer left the county. For thirty years Mr. Watson worked hard and faithfully to upbuild White Pine county. Several times he located and sold paying properties, but invariably spent his money in trying to develop other mines. Mr. Watson is deserving of great credit for his faith in the county and his hard work in trying to develop its natural resources.

CHAPTER XX.

WHITE RIVER'S EARLY ACTIVITIES.

White River valley, first settled in the late '60s and early '70s, is one of the best watered and most fertile spots in the State. On the south the valley is bounded by the White River wash, which extends into the north end of Death valley. To the east are the Lake, Patterson and Hiko ranges, while on the west are Currant Creek, Blue Eagle and Troy mountains and the White River range, more commonly known in early days as the Sawmill mountains owing to the fact that from their slopes came most of the lumber which built Shermantown, Hamilton and Eberhardt. The mills in which this lumber was cut were owned by H. A. Comins, John B. Williamson and W. S. McCornick, later a prominent Salt Lake banker, whose death occurred a short time ago.

At the south end of the valley Michael and Jim Riordan had located at Emigrant springs, now Sunnyside, having moved from Hamilton, where they had lived during the halcyon days of

that camp. The Riordan brothers prospered in the stock business and both raised large families, who were a credit to their parents and the State. Just south of the Riordan ranches was the home of Mrs. Tucker, also engaged in cattle raising and who, with her family, amassed a comfortable fortune in the valley.

Farther north in the valley were the ranches of Bill Campbell and Jim Withington, mentioned previously. Withington at one time was accounted the only millionaire in the valley, but during his later years he encountered bad luck and died working as camp cook for a California cow outfit.

Still farther north lived D. C. McQuitty, who was also an early settler in the valley and who was engaged in grain growing.

Captain W. M. Moorman, who earned his title through having served as an officer in the Confederate army and who for many years was one of the notable figures in White Pine county, settled in White River valley in the '80s, having moved from Willow Creek, where he had been engaged in dairying and keeping the stage station.

At White River Captain Moorman and his three sons, Will, Clarence and Paul engaged in stock raising and built up a protable business. The Moormans were a cultured southern family whose name for hospitality was known throughout the county and beyond. Besides the three boys there were two pretty daughters, Pearl and Maude, and all five of the children received every educational advantage the state could provide. The Moormans moved from White River to Illipah in the late '80s, buying what was known as the Dutch Jake ranch and engaging in stock raising.

Captain Moorman has the unique distinction of casting the only democratic vote in Hamilton in

1900. Jerome B. Mathewson, A. L. Parker and a sheepherder employed by the latter were the only men to cast republican ballots, everybody else supporting the silver ticket. At this election one hundred and four votes were cast and Hamilton was awarded a large silk flag, the state prize for the largest percentage of votes cast for the silver party.

The writer was in Hamilton the day after the election and still remembers the forlorn look of Captain Moorman, who had ridden in fourteen miles from his ranch to get the election returns, only to learn that his own was the only democratic vote cast. Seeing the captain ready to start for home after being in town only a short time, the writer asked him what was his rush and if he had sickness in the family. "No," was the reply, "but I have lost my party; the whole democratic party has quit me." The captain was certainly loyal to every man who ran on the democratic ticket.

George Ellison and Robert Lanter lived toward the northern end of White River valley, while at the extreme north end, on the Pioche and Hamilton stage road, were the homes of John, Tom and Doc Ellison. Doc was elected to the state legislature in 1874 on the democratic ticket and while in Carson he married Miss Eva Roberts, a charming young lady who was popular in the valley. The four Ellison boys and Bob Lanter were all tarheels, having emigrated from North Carolina when they were young boys, journeying to Missouri by ox team and later crossing the plains and settling in Carson valley in the early '60s. Most people believed the Ellisons were Missourians, but John explained that they had only stopped in the "show-me" state for thirteen years to let the cattle rest, but that they were called

Missourians as soon as they landed there and had been handicapped by the name ever since.

Lanter and the Ellison boys were fond of all kinds of sports and were particularly strong for horse racing and dancing. John Ellison was a fiddler and a singer, while Lanter "called" all the dances in the district. There were hardly enough men in White River to get up a dance, but the residents of the valley would all band together and go for miles to attend horse races, which were always followed by a dance at night.

The one particular affair of this kind which stands our clearly in the mind of the writer was given by Uncle Dick and Aunt Sarah Barnes at Currant Creek in 1877. Horce racing was popular in those days and the meetings as a general rule lasted for several days. Farmers and stockmen were prosperous and all were anxious to back their favorite ponies. At this meet there was an unusually large number of good horses entered. Among those present were Bill Sweeney of Eureka with his mare, Emma Skaggs, Mike Welch of Newark with Cheyenne, Jim Johnson of Duckwater with Wake Up Jake, Tom Stewart of Pioche with Mark More, Senator Joe Williams of Hot Creek with Dan Rice, Dutch Henry of Tybo with Indian, O. M. Converse of Bull Creek with Red Jacket, Bob Lanter with Sooner and Dandy, Lou Carpenter with Selkirk, George Freeland of Green Springs with Dave, and Gassy Lewis with a horse called Frenchy.

Dutch Henry's Indian had never been beaten at six hundred yards and had an impressive string of victories to his credit at that distance, being extremely fast. When the six hundred-yard race was called there was only one entry against Indian, all of the other owners being afraid of the pony. It took three horses to start, and just about this time Jot Travis and Johnny Green, who was

working for Travis at the time, drove up. Jot finally offered to enter one of his buggy horses to fill out the required number for the race and the pool selling began.

The odds were two to one on Indian against the field and Johnny Green took the short end of this bet as often as he could find a better. When the riders were up Travis told Dutch Henry he didn't think Indian could run a little bit. Henry came back with a flat offer to bet one thousand dollars that Indian would win the race. This was just what Jot had come for, so he called Henry's bet. The Travis entry easily defeated the field and enriched its owner to the extent of about one thousand five hundred dollars, while Dutch Henry dropped one thousand two hundred dollars on the race. Henry, who had a big gambling house at Tybo, was a good loser and told Jot to be sure and call on him when he next paid a visit to Tybo.

Harvey Carpenter of Hamilton handled the pools at all the races and his percentage at this meet—ten per cent of all pool sales—netted him over two thousand dollars. Tybo, Eureka, Eberhardt, Pioche and Ward were all booming at this time and furnished ready markets for the farmers, so that everybody was enjoying a goodly measure of prosperity.

The grand dance was held the second night of the race meet, with John Ellison playing the fiddle and Bob Lanter calling the dances and acting as floor manager. Harvey Carpenter before leaving Hamilton, while having the pools printed by the White Pine News, also had a hundred programs for the dance struck off, thinking that the occasion would warrant it. Lanter, however, who could neither read nor write, promptly vetoed any "sich doin's" saying, "Whar I came from a

man didn't have to know reedin or pen writin to call a dance."

Doc Ellison's wife Eva had sent to Montgomery Ward & Co. and purchased a white shirt for Lanter to wear in honor of the occasion. To her great surprise, just as the dance was about to begin, Eva noticed that Lanter was wearing his shirt with the back part in front. She made her way to his side as soon as possible and whispered the news to him, asking him to change it. "Be gad, Lanter changes nothin'. Grab yo partners for the Virginia reel," replied Bob, and the dancing started. The waltz, polka, varsouvian, schottische, quadrille, Virginia reel and cotillion were the dances in those days. None of the terpsichorean interpretations such as shimmy-she-wabble, buzzard lope, chicken switch, rabbit hop, cheek-to-cheek, Philadelphia twist or turntable gallop were practiced in Bob Lanter's day.

Just after supper Lanter made the announcement that the ladies and gentlemen would be favored with a "good ol' Nauf Carolina" song by Mr. "Jawn" Ellison, entitled "When the Boys and Gals Went Sailing on Tar River, With Sails All Made of a Wagon Kivver."

Tom Ellison was a candidate for sheriff in 1886 on the democratic ticket but was defeated by Ross Humphrey of Taylor. The Ellisons and Lanter moved to Idaho along in the '80s and I understand later went from there to Oklahoma.

CHAPTER XXI.

ELY, CAPITAL OF WHITE PINE.

In the early days of White Pine county the water rights on Murray creek were controlled by J. R. Withington, an extensive cattle raiser who at one time was the owner of water rights on

virtually every important stream in the county, including a great part of White river as well as Steptoe creek, Duck creek, Axhandle springs and other waters throughout the county.

Axhandle springs was located about the southeast corner of what later became the farm of William McGill and which, I believe, is now the site of the town of McGill. The springs were first filed on either by Mr. Withington or by John Cowger, acting for the former, it being the custom of Mr. Withington, and one which was generally in vogue throughout the West at the time, to have his employes file on water rights and to purchase from them when title was finally secured.

These filings were generally made in strings of forty acres each and usually from the head to the sink of the different streams. This was particularly true of all the streams above mentioned with the exception of Murray creek, where Mr. Withington secured the water rights only at the mouth of the canyon and around Georgetown with the good land in that section, the district farther up being poorly adapted to farming purposes.

Axhandle springs took their name from the fact that Mr. Withington and Mr. Cowger had a fight there, in the course of which Mr. Cowger wielded an ax handle with great effect and administered a sound thrashing to his opponent.

Mr. Withington, during the last days he resided in the State and after he had begun to lose the greater part of his wealth, had the reputation of indulging in sharp practices in his business dealings, and after he had left for California he was indicted by the grand jury in connection with a deal whereby he is alleged to have refused to have his wife sign the deeds after he had disposed of certain water privilges to the Monitor

people, but since Mr. Withington never returned to the State the matter was dropped. Before leaving the State Mr. Withington sold the water rights on Murray creek, together with all lands in his possession, including the ranches below town and his White River valley holdings, to Nichols and Parsons of Salt Lake.

The half-section of land in which was included the present townsite of Ely was first located by George Lamb, I believe, in 1869 or 1870. Mr. Lamb held the land until about 1875 or 1876, when he sold it to the late Senator H. A. Comins, who later sold it to the Aultman estate. The Aultman people at once purchased an additional half-section for the purpose of protecting their extensive mining interests in the district. When the estate was divided among the heirs of Mr. Aultman the holdings in Robinson and Taylor mining districts were given to Mrs. George D. Harter, one of the heirs, who later, acting through A. J. Underhill, deeded to White Pine county sixteen acres as a site for the county courthouse provided the county would move the county seat from Hamilton to Ely and erect a courthouse on the deeded land.

This was done under the Robert Briggs appropriation act of 1885, in which five thousand dollars was provided for the construction of the courthouse. Upon the passage of this measure H. A. Comins and Sol Hilp were appointed by the legislature to assist the county commissioners in the construction of the new building. Mr. Comins a short time later went to San Francisco to negotiate the sale of the bonds, but he was unsuccessful in his mission, as the financiers of the Bay city were not anxious to invest in White Pine county bonds. The citizens of Ely then got together to finance the building and most of the bond issue

was taken by W. G. Lyons, other citizens subscribing for the small balance.

The writer hauled the material from the railroad to build the courthouse in 1886. As soon as the state and county had accepted the offer of Mrs. Harter for the site of sixteen acres, which was situated just a mile and a quarter west of the center of the county line of White Pine county, Mr. Underhill at once laid out and staked off a small townsite, naming the town Ely.

As far as the writer knows the reason for thus naming the town has never been definitely known, there being several conflicting rumors concerning it. One of these is to the effect that John Ely, a partner of William Raymond, owners of the famous Raymond and Ely mine at Pioche, had assisted Mr. Underhill with a loan along in the early '70s and that in appreciation of this favor Mr. Underhill had named the town after his friend.

Another version is that the town took its name from Smith Ely, who financed a man by the name of Long in the construction in the early '80s of the little copper furnace just at the west side of the old town of Ely. The writer is inclined to the latter story as giving the more probable origin of the name of the town.

This copper furnace was operated by water power taken from Murray creek and Mr. Long shipped considerable crude copper in matte or slag form to Deseret, Utah, using Mormon teams to freight the mine's output. The writer visited Murray creek, as the town was called at the time this little furnace was in operation, for the purpose of securing, if possible, a contract for hauling wood, ore and supplies, as it appeared at that time that Mr. Long would make a success of his operations, which were still largely in an experimental stage. So encouraging were the operations that Smith Ely sent for Mr. Long to come east

for the purpose of arranging to finance operations on a large scale, but Mr. Long died before he reached the East and for a long time thereafter nothing was done with the property. The small furnace erected by Mr. Long remained idle until 1888 or 1889, when it was taken over by the Chainman Mining Company.

A. J. Underhill sold the Ely townsite to A. D. Campton for three thousand five hundred dollars, taking one thousand two hundred dollars cash and a mortgage for the balance. The understanding in the sale was that whenever Mr. Campton had been reimbursed for his entire three thousand five hundred dollar investment through the sale of lots one-half of the remainder should revert to Mr. Underhill, who later disposed of this interest to W. G. Lyons, who jointly with Mr. Campton was still the owner of the townsite at the time the writer left the county.

A. R. Watson, to whom rightfully belongs the honor of being father of the camp and who for a score of years labored unceasingly and with unbounded faith for its upbuilding, shipped the first gold ore from Robinson canyon. This shipment, consisting of five tons of high-grade ore, was hauled by the writer's teams from the Joanna mine in 1889 and netted Mr. Watson over nine hundred dollars a ton. Mr. Watson leased the Chainman mill at Ely from the Chainman company and operated it more or less successfully for some time, but as the gold values were only about fifty per cent free and the richer orebodies became exhausted he suspended operations.

Mr. Watson pursued a system entirely new in the district in paying off his men, perhaps a dozen in number, by carrying a sack of silver and the payroll about town and paying his employes wherever he happened to find them on the streets, this plan attracting a great deal of attention.

Only a few houses had been erected in the camp up to this time, but the operations of Mr. Watson soon attracted the attention of a number of outside mining men.

Marcus Daly, noted Montana mine operator, was, I believe, the first big man attracted to the district. Through D. H. Jackson he expended about ten thousand dollars in making an examination of the Joanna, bonding the property and doing considerable exploration work prior to his contemplated purchase of the property. So sure was Mr. Jackson that the deal for the Joanna would go through that he bought the John Ragsdale property at Mineral City, including the hotel and stables, for about one thousand six hundred dollars.

Shortly after the real merit of the Joanna as a producing mine became known litigation was started against Mr. Watson, and these cases dragged through the courts for a number of years, though the title of Mr. Watson to the property was ultimately upheld. However, pending a decision of the case by the courts the mine was forced to lie idle. During this period of idleness a number of prominent mining men examined the property and all were wonderfully impressed with its possibilities, but every deal for a sale was blocked by the cloud on the title. Any of these deals, had it been possible to complete them, would have netted the faithful prospector a sum sufficient to have maintained him in comfort for the balance of his life.

The long drawn out litigation severely taxed the resources of Mr. Watson, and eventually the mine fell into the hands of his attorneys and Mr. Watson, comparatively a poor man, died in the early '90s near the spot where he had spent the last active years of his life in his unavailing fight for his rights. Mr. .and Mrs. Watson raised

a family of five children, Sadie, William, Katie, Wesley and Joe, all of whom proved a credit to their parents. Though possessed of little of this world's goods at the time of his death, A. R. Watson left a name which is to be preferred to great riches.

The Chainman mine, which was jointly owned by J. P. McOmie, W. N. McGill, A. J. Underhill and W. G. Lyons, attained considerable prominence during the early '90s. The owners built the little mill which was erected on the site of the old Long smelter. After several years of experimenting, however, the owners of the Chainman found they could not save the gold from the ore by the methods then in use and operation of the mine not proving a success financially it was finally closed down.

After the suspension of operations at the Chainman mine the camp of Ely was quiet for several years, until the Chainman property was bonded in 1897 by Charles D. Lane, who turned over the management of his interests to his son, Thomas T. Lane, who expended about one hundred and seventy thousand dollars in the construction of a mill, water ditches and power plant. Mr. Lane was the first to place Ely in communication with the outside world by building the Ely and Eureka telephone line. However, the Lane operations, which had been expected to restore the old-time prosperity and mark a new era of development in the history of the camp, were far from successful and were finally abandoned.

The Ely Mining and Milling Company, financed by a group of Salt Lake City capitalists, purchased the Robust group of mines from Dick Reipe, his brother Henry and General Thomas, paying ten thousand dollars for the property. The company erected a cyanide plant but the ores were not susceptible to the treatment provided and the mill

closed after a brief run, which proved a failure. The excitement incident to the Lane operations had by this time subsided and for the next three years the camp was virtually dead.

In 1900 another attempt was made to operate the Chainman, which was taken over by a number of capitalists from New York and Pennsylvania for a cash price of one hundred and fifty thousand dollars, I believe. About one hundred thousand dollars more was expended in new mill construction, but the plant was found to be useless owing to the fact that when a little depth had been reached copper values were encountered, which interfered with the cyanide process used. While the camp was dull during these years claims were located and abandoned many times.

The first attempt to prospect for copper, which was made after the unsuccessful smelting experience of Mr. Long in the early '80s was by Joe Brey, samples of ore having been sent to him by D. C. McDonald from the Star of the West claim, where the steam shovel pit is now located. After examination of the copper mines he purchased a group of claims from Newt Boyd, Thomas Rockhill and Thomas Johnson. This purchase was made in 1899 and was on behalf of a New York capitalist named Martin. The venture, however, like many others, failed of success.

About this time Frank Paul had induced Joseph L. Giroux to invest at Pilot Knob, and the entire subsequent Giroux operations were due to the untiring efforts of Mr. Paul.

The first actual development of a copper property on an extensive scale was performed by Edward Gray and David P. Bartley on the Ruth claims, which they had purchased from D. C. McDonald and Walter Rynearson for approximately five thousand dollars. Mark Requa was also interested in the Ruth operations at the

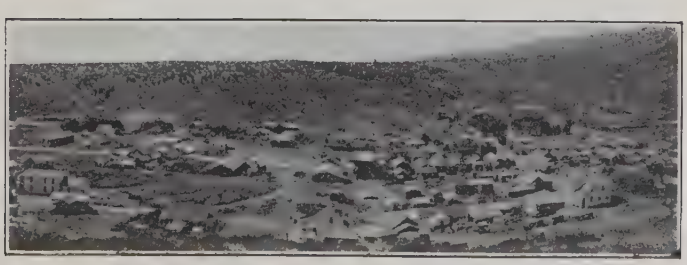
time the writer left the county, and I understand that it was through the efforts of Mr. Requa that the consolidation of the New York and Nevada Copper Company was effected.

Successive mining failures, which left the town dull and spelled ruin for many of the business men, dampened but could not quench the fires of hope that burned in the breasts of the old-timers. Seeing success in each mine which opened, they refused to be cast down when operations were halted, but always held to the belief that the camp would ultimately prove its worth. These intermittent spells of prosperity and poverty continued up until 1904, when the writer left, and at that time there were lying idle a number of properties which had at one time been promising, among these being the Chainman mill, the Robust property, the Rob Roy, the Keystone mill, the old McKinley furnace and the old Chainman mill just west of town.

How the faith of the old-timers was justified is better known to the present Ely residents than to the writer, who has learned only part of the story as told in the columns of the White Pine News during the last seventeen years. However, the success of the hopeful old-timers has been well deserved, as they passed through many dark years before the dawn of prosperity. The lean years of Ely were many, and after the closing of the mines many of the residents were left fighting hard for a mere existence.

It is doubtful if any other Nevada mining camp has experienced the vicissitudes which fell to the lot of Ely. In these lean years often a dollar looked as big as the moon—and about as far out of reach. However, gloom was not allowed to settle for long within the limits of the camp, as the open-hearted pioneers who had anything were always more than willing to share with their

MINING WITH STEAM SHOVEL AT ELY.



ELY AFTER THE BOOM.

less fortunate neighbors, and unselfish acts of charity were the common currency of the country.

Ely's place as a town was more or less precarious until 1885, when the courthouse at Hamilton burned and two years later the county seat was moved to Ely, which thereafter was assured of a permanent place on the map. The history of the old town would, however, be incomplete without a mention of at least a few of the early-day residents whose faith in its future survived all disappointments and who were largely responsible for its upbuilding.

The first house built on the present site of Ely was erected by Harry Featherstone in the latter '70s. Mr. Featherstone, who married Mrs. Rutledge of Mineral City, settled at Murray Creek and was in charge of the stage station and postoffice, also keeping a restaurant and a hotel with a few beds after the Ragsdale hotel at Mineral City was closed. Mr. Featherstone and his partner, Mr. Reynolds, located and operated the Keystone mine in Robinson canyon and built the Keystone mill, making considerable money before they sold out their interests to A. Jackson and Henry Kind of Eureka.

Mr. Featherstone sold his buildings at Murray Creek to R. A. Reipe, who rebuilt, enlarged and painted the hotel, which was later known as the Reipe hotel or Ely hotel. This was the first painted building in Ely. Most of the houses erected in Ely in 1886 were rebuilt from lumber salvaged from homes in Ward and Taylor, new doors, windows and roofs being used.

Sol Hilp started the first store in Ely in 1886, having erected a building with lumber from stores which he formerly owned at Ward and Taylor. Mr. Hilp was at one time considered one of the best business men in the county, but his election to the assembly on the silver ticket in the

SOL HILP, WHO STARTED FIRST STORE IN ELY.

late '90s without opposition proved a great handicap, as he later neglected business for politics and his fortune rapidly dwindled. Mr. Hilp died in Reno in 1918 or 1919.

The first new building to be erected in Ely was constructed by Fred M. Clark for a drug store. This was, as far as the writer knows, the first building in the county to be built of all California lumber. Most of the material used in those days was an inferior grade of native timber from the local mills and which cost about forty dollars a thousand, the better grade of California lumber, which cost from sixty-five dollars to one hundred and twenty-five dollars a thousand, being used for finishing, doors, windows and shingles. The writer's teams hauled the material from Wells to build the Clark drug store.

Dave Felsenthal was originally in partnership with Mr. Clark at Ely but sold out his interests to his partner, when he left the State, in the late '80s. Mr. Clark, who was a native of Maine, came to Taylor from Frisco, Utah, and engaged in the drug business with King & Company. Clark & Felsenthal bought out King & Company and moved the stock to their new quarters at Ely. Mr. Clark was still successfully engaged in business at Ely at the time the writer moved from the state.

Even at the risk of causing a blush of modesty to mantle the cheek of Mr. Clark, the writer cannot forego a slight tribute to a man whose entire record as a citizen has been one of self-sacrificing service to his fellowmen. For more years than I like to count the Clark drug store was kept open early and late and used as a popular meeting place not only by Ely residents but also by the cowboys, ranchers and miners from the surrounding country. Whether the visitor desired to make a purchase or not was immaterial to the genial

proprietor, and the drug store was looked upon largely as a public convenience. Mr. Clark was always popular with his fellow townsmen and was always elected as Ely's representative to attend state conventions or fraternal organizations, national expositions and similar gatherings which required a man of pleasing personality. Mr. Clark ran for the assembly in 1903 on the republican ticket and was overwhelmingly elected. I understand that he is still being drafted for public service and being regularly honored by election whenever his name appears on a ballot.

Richard A. Reipe, who purchased the hotel business of Mr. Featherstone, was one of the first settlers in Ely and conducted a restaurant, feed stable and bar in connection with his hotel. Mr. Reipe was never known to turn an indigent man away. He was nominated for the assembly in the late '90s on the democratic ticket and was easily elected by the votes of the woodchoppers, coalburners and miners whom he had befriended. Mr. Reipe, I understand, was also extensively interested in mining and made a considerable sum when the final boom came to Ely, but he died a few years later.

William Laurenson, another self-made man, was for many years county clerk of White Pine county. Mr. Laurenson while employed at the mill at Cherry Creek was nominated on the republican ticket and was easily elected, a republican nomination in those days generally being equivalent to an election, as the county was about two to one republican. Mr. Laurenson was never what is generally known as a "good mixer," but once he was elected no one could ever defeat him, so satisfactory was the administration of his office. Mr. Laurenson was of a studious nature and for many years prior to his death was considered one of the best posted men on law in the

county. He was a great reader, an independent thinker and was never known to be wrong when he gave facts in an argument.

Mr. Laurenson's disposition can best be judged by an answer he made to the United States census bureau in reply to a request for statistics as to the amount of liquor used in the county hospital in 1889. The reply was brief and to the point, being about as follows:

"Hospital bought five gallons of mighty common whisky in 1889. This was used by patients who died the same year. Hospital closed in December. No patients left. When a county hospital is deserted you can bet that chill penury has the county on the hip."

CHAPTER XXII.

TWO GREAT PIONEERS OF ELY.

W. N. McGill, who is probably one of the best and most favorably known men in the entire state of Nevada, came to White Pine county in the early '70s and had just about reached the voting age when the writer first met him at Mineral City in 1874. At that time Mr. McGill was engaged with two men named Bateman and Monroe in making surveys for the United States government. The trio, I believe, at that time were making their headquarters on a ranch owned by Mr. Bateman at Duck Creek while making a survey of the surrounding country and were accustomed to drive to Mineral City with a span of mules and a buckboard for the purpose of purchasing supplies.

These mules, by the way, were fond of running away and never lost an opportunity to do so. The first meeting of the writer with Mr. McGill was on one of these Sunday trips to town when he, Mr. Bateman and a man whose name was Glasscock,

I believe, came in for some grub and stayed until dark before starting back for home. On this occasion the buckboard was loaded, as well as part of the crowd. This, however, does not apply to Mr. McGill, be it understood, as he was never, to the writer's knowledge, known to indulge. While the buckboard was on its way down the narrows, the night being particularly dark, Mr. Glasscock decided he wanted to smoke and unthinkingly struck a match.

The flare scared the mules and they at once took the bits in their teeth and broke away, scattering the men and supplies along the road. Bateman was senseless for awhile and when he awoke to his surroundings his first remark was, "I told Glassy not to strike that match."

This was the fall or winter of 1874 and shortly thereafter Mr. McGill quit the service of the government and started up an engineering and surveying office on his own account, being employed by the Martin White company and having entire charge of their affairs during their operations at Ward, as mentioned previously. He later engaged in various mining and milling operations, sometimes being in partnership with others, but he was always considered the brains of any undertaking in which he was engaged. Mr. Lyons and Mr. McGill jointly purchased the Cowger ranch in 1886, stocking it with cattle and horses.

This partnership was dissolved a short time later, Mr. McGill buying out the interest of Mr. Lyons and investing almost his entire fortune in the venture. Later, when Mr. McGill sold out his interests in the Chainman mine and mill for a considerable sum he also invested this money in the upbuilding of White Pine county. It is doubtful if any other man has ever been so loyal to the state in which he made his wealth as W. N. Mc-

Gill, who has never invested any of his money outside of the state where he made it.

During the dark, dull days of White Pine county Mr. McGill always employed a large crew of men, either on the ranges on his ranch or in the mines and mills, and was note-worthy from the fact that his ranch and range hands were paid twenty-five per cent more than the usual rate of wages, and the men always received their wages in cash at a time when other ranchers were finding it hard to get money enough to pay their taxes.

While Mr. McGill's chief interest was in his country home, where the town of McGill, I believe, is now located, he also maintained a home in Ely, where he spent a part of his time, which was divided between his farming, stockraising, mining and milling operations for several years. Mr. McGill was a lover of fine stock and was constantly building up his herds by the purchase of blooded stock and the addition to his farm of the latest dairy and creamery equipment, brooders and incubators. He made frequent purchases of pedigreed fowl, pigs, stallions, bulls and sheep, so that his ranch was easily the best stocked in the entire county. This was at a time when every cent in taxes was badly needed by the county, and the levy paid by Mr. McGill was a godsend to the depleted county treasury. As an example of Mr. McGill's character it may be said that at this time he could have sold his beef cattle for a high cash price on the market but refused to do so until the people of Ely, who had to be given credit, were first supplied.

Mr. McGill about 1877, I think, married Miss Mollie Fouts, the charming daughter of Mrs. Fanny E. Yates of Ward. Mrs. McGill, like her husband, was always ready to help the needy and those in distress, but was always careful to hide her charitable acts. Perhaps no other man was

so well able to learn of her many kind deeds as the writer, as it was the custom of Mrs. McGill to drive to Ely with her carriage heavily loaded with butter from her dairy, vegetables from her garden, eggs and fresh meats, all tied in labeled packages, which were left at the stable of the writer to be delivered to the various needy families in Ely. At the same time people who had the cash with which to purchase these supplies were refused owing to the fact that they were able to buy at other places.

Not only were the poor working people aided by Mrs. McGill, but business men were frequently given financial aid by her husband at times when hard pressed by creditors. Mr. McGill's credit and good name were firmly established in the commercial world and to this fact some of the early-day business men owed their financial salvation.

One brief instance may be cited to show the rugged and unswervable honesty of "Billy" McGill. In the late '80s a number of merchants were caught in the crash of Taylor and one, whose name had better be left unmentioned, was on the verge of bankruptcy when hard pressd by his San Francisco creditors. Mr. McGill at once came forward and endorsed a note for fifteen thousand dollars, I think it was, for this merchant. When the note fell due and the merchant was unable to meet it demand for payment was made on Mr. McGill, who took the note to his erstwhile friend and asked him about it. The merchant replied that the note was payable in San Francisco and the creditors could not sue unless the signers were caught in California. This remark cut Mr. McGill to the heart, to think that the man he had befriended should suggest that he dishonor his own good name by defaulting on the note. He at once sent his check in payment to cover the obli-

gation, and while I have never known him to hold malice against anyone, I believe that he was never afterward able to feel the same toward this man. His debtor was given his own time to settle the obligation, Mr. McGill trading out the account in the store at the merchant's own prices and convenience. While this incident happened a great many years ago and has probably been forgotten by Mr. McGill the writer learned of it at the time and cites it to show that Mr. McGill was of the same sterling character years ago that he is today.

Mr. and Mrs. McGill raised a family of four children, William, Neil, Katie and Cleveland, all of whom proved a credit to their parents. Mrs. McGill, while ever ready and seeking to do deeds of charity, never for a moment neglected her home interests. The writer knew Mrs. McGill when she was a girl in her teens; knew her for over thirty years, and always found her the same kind and admirable lady. At her home she was the soul of hospitality and the writer has driven to the McGill home at all hours and always found a welcome. No matter how large the crowd, Mrs. McGill always found room for all and saw that Sing, her trusted servant for years, provided a spread for her visitors.

In addition to providing all the educational advantages possible for her own children, Mrs. McGill adopted her little niece, Daisy Briggs, when the latter was left an orphan through the death of her parents, Mr. and Mrs. Robert Briggs, in the early '90s. Mrs. McGill sent Daisy away to school and gave her every care that could be given by a parent up to the time of the little girl's death, at about the age of sixteen, at Ely. Daisy was a beautiful little girl, admired by all who knew her, and a pall of gloom was thrown over the entire

GOVERNOR JEWETT ADAMS AND MOTHER
From Old Picture in Possession of Nevada State Historical Society.

community when the news of her death became known.

It was only a few years after the death of Daisy that Mrs. McGill herself, in 1910, passed away, leaving behind her a name that will be forever green in the hearts of the young people of Ely, to whom she was more than a friend. Many of these children were Sunday school pupils of Mrs. McGill, who used to drive in from her ranch home to teach the children on Sunday before there were any ministers or churches in Ely, the Sunday school being housed in the public school building. Mrs. McGill, with the aid of the wife of Dr. Richardson, established the first Sunday school in Ely and supported it for many years.

While "Billy" McGill has been urged by his legion of friends many times in the last forty years to accept political honors, he has steadfastly refused to allow the use of his name on the ballot. The sole exception to this rule was in the late '90s, when an attempt was made to resurrect the republican party at a time when the State was overwhelmingly for free silver. Mr. McGill was one of the few men who were not carried away by the silver craze, and on his shoulders rested the responsibility for the resurrection of the republican party. He was nominated for the assembly and on election day party lines were forgotten in the case of Mr. McGill and he was elected by a flattering majority, a tribute from his fellow citizens to his sterling worth.

Mr. McGill held a prominent place in the assembly, so much so that his name has since been mentioned not only for governor but also for the United States senate but he has so far refused to enter the political arena, believing that his services were most needed in White Pine county

and refusing to forsake his friends of many years' standing.[1]

While Governor Jewett W. Adams for over forty years was a resident of the state capital, almost his entire business interests were centered in White Pine county, so that the county may rightfully claim him as one of her citizens. Governor Adams, at the age of seventeen, migrated from Vermont to California in 1852 and first came to Nevada in 1864, being engaged in the mining industry until his election as lieutenant-governor in 1874. Governor Adams in 1882 drove five thousand head of cattle into White Pine county and since that time was actively identified with the business life of the county.

Prior to his successful entry into politics Governor Adams was engaged in teaming and freighting and hauled merchandise to the mines of the Comstock in the early stages of the development of those properties. It was Jewett W. Adams who first conceived the idea of coupling on trail wagons, a plan which when first broached created a great deal of mirth among teamsters generally, who thought the idea foolish and impracticable. Mr. Adams, however, paid no attention to the derisive hoots of the scoffers and soon proved that his plan was not only practical but that it effected a considerable saving. Later he added a third wagon and more animals and made considerable money before his rivals woke up to the fact that the idea was one which they had better adopt. It was Mr. Adams who drove the first team with a trail wagon over the Geiger grade into Virginia City.

Mr. Adams was first elected lieutenant-governor with L. R. Bradley as his running mate for

[1]Note by Editor: Mr. McGill passed away in 1923. See memorial article elsewhere in this volume. A number of other pioneers mentioned in this paper have died since Mr. Miller wrote this paper.

governor on the Democratic ticket in 1874. Four years later he was re-elected to the same place and was chosen as governor in 1882, when he defeated Enoch Strother of Storey county, who made the race on the Republican ticket. The election of Mr. Adams to the gubernatorial chair was a deserved tribute to the ability he had shown as lieutenant-governor and president of the state senate for eight years, during which time he was the close advisor of Governor Bradley and on many occasions took the place of the chief executive during the latter's absence from the state. Governor Adams was a keen, active politician and a thoroughly clean, honest citizen.

Governor Adams was married in the late '70s to Miss Emma Lee, a refined lady who was in every way fitted to ornament the executive mansion and whose widespread popularity throughout the state was only matched by that of her husband.

Probably the greatest political upset in the history of Nevada politics, and certainly a surprise to the entire state, was the election of Mr. Adams as lientenant-governor by an overwhelmingly large majority in 1878, when he defeated Harry Mighels, republican, and the only man on that party's ticket who was defeated in the state. Mighels was considered a strong candidate and appeared to be popular with everybody, but when the votes were counted he was found to be the only man on the ticket who was beaten.

Governor Adams was always what is known as a good mixer and was equally at home when conversing with mine owners, business men or miners, and he had many friends among all classes. In those early days, when gambling was recognized as a legitimate recreation, the governor was respected as a good, clean player and one of the best "poker face" judges in the state.

However, after his election as the State's chief executive Governor Adams considered it incompatible with the dignity of his office to be seen gambling, and I believe he never played cards while he was within the borders of the state.

However, the governor could not always withstand the lure of the pasteboards, and this gave rise to one game which is almost historic in the annals of the State. It was in 1883 that three former Carsonites who at that time, having made millions on the Comstock and moved to San Francisco, had forgathered at the state capital and proposed a quiet little game to the governor. The chief executive declined, but so persistent were his friends that he finally told them that if on a certain day they would meet him at the Palace hotel, in the bay city, with ten thousand dollars each he would play until one man had won all the money. The old-timers at once agreed to the suggestion and the four met according to arrangement. The game lasted less than twenty-four hours, by which time the governor had won the entire thirty thousand dollars of his friends. This, I understand, was the last time the governor was known to play. With part of his poker winnings the governor purchased and shipped into White Pine county the first carload of booked white-faced bulls ever brought to the county, thus adding a number of fine animals to his herd of Texas longhorns.

The governor at once began to acquire range lands and watering places throughout White Pine, Lincoln and Nye counties, and with the exceptions of W. N. McGill and A. C. Cleveland was soon the largest single taxpayer in White Pine county.

Probably one of the best proofs that Governor Adams was an honest, upright citizen is the fact that he was taken into partnership by W. N. McGill about 1898, I believe. This partnership con-

tinued unbroken for twenty years and was ended only recently by the death of the governor.

CHAPTER XXIII.

SOME OTHER PIONEER BUILDERS OF ELY.

One of the oldest, most favorably known and best liked settlers of White Pine county was A. D. Campton, who came in the early days while a small boy, with his mother, who later married John Ragsdale of Mineral City, in the early '70s. When he reached the age of manhood Mr. Campton followed the teaming business, starting freighting between Toano and Robinson canyon when most of the supplies for the county were carried between those points. During the lively days of Ward he was also in the teaming business in partnership with W. N. McGill, but when the camp slumped the partners disposed of their business interests.

Mr. McGill at this time opened up offices as a surveyor and Mr. Campton continued to be associated with him, the two men being inseparable personal and business friends, and this association continued throughout the years, each assisting the other on every possible occasion. When dull days fell on the district Mr. McGill and a number of other friends persuaded Mr. Campton to run for county recorder, a place to which he was elected and which he filled creditably for a number of years.

Mr. Campton married Miss Ella Mathewson, the popular and accomplished daughter of Mr. and Mrs. J. B. Mathewson, in the late '80s. Mr. Campton was a keen and shrewd business man and by the purchase of county securities accumulated a small stake. With a never-failing belief in the future of Ely he did not hesitate to invest

his entire savings in the camp and when opportunity offered purchased the Ely townsite. He at once put lots on the market at an attractive price and on terms which were an inducement to investment, and throughout the years was always foremost in every movement that would aid in the upbuilding of the county seat.

In the early purchase of the townsite Mr. Campton was associated with A. J. Underhill, who later sold his interest in the townsite to W. G. Lyons. At the death of the latter the heirs were anxious to realize on the estate, but the administrator found that it was not easy to sell the interest in the townsite. At this time Mr. Campton, still optimistic as to the future of the camp and with an unfailing faith that invesment in Ely real estate would be justified in the future, succeeded in raising enough money to purchase the interest of Mr. Lyons.

To Mr. Campton belongs the honor of building the first telephone service for Ely and for two or three years he also had charge of the Ely light and power plan. Through all the dark days of the camp he held on, and his faith, I understand, was ultimately justified, as he realized a comfortable sum from his townsite investment. While Mr. Campton has now retired from active participation in business and is living in his beautiful home on Raymond avenue, Pasadena, California, he still has extensive interests in Nevada, owning a controlling interest in the Campton Commercial Company, one of the largest establishments of its kind in the state.

William Graham was another of White Pine county's best type of citizens. The writer has known "Billy" Graham intimately since 1880 and can truthfully say that no word of praise spoken of him has done half justice to his many noble traits. Mr. Graham's death is still fresh in the

minds of Ely residents, and his passing away leaves a gap that will be hard to fill. The tribute paid to Mr. Graham by Thomas E. Haley, a lifelong friend, fittingly expresses the regard in which he was held by all who were so fortunate as to know him.

Dan Dickerson, whose many years of incumbency in different political offices has made his name well known and popular throughout the State, is another of the early-day White Piners who has made his mark in a way that has reflected credit on himself, the State and the people who honored him by election to public office. Mr. Dickerson's entry to the political arena was in 1902, when he was elected clerk of White Pine county. Upon the death of Charlie Grundich, the county recorder, in 1903, Dickerson, who was then county clerk, used the strong influence of his labor union record to bear on the board of county commissioners and succeeded in getting the appointment as recorder upon tendering his resignation as county clerk. So successful was his administration of that office that at the following election in 1904 he was reelected and from that time on his political rise was rapid. As county recorder he attracted attention throughout the State and in 1906 was nominated for lieutenant-governor on the democratic-silver fusion ticket, his running mate for the gubernatorial chair being John Sparks. The popularity of Mr. Sparks and Mr. Dickerson, together with the silver movement, resulted in their easy election.

Mr. Dickerson shortly after his election became a prominent factor at the state capital and was soon recognized as one of the State's brightest and most conscientious executives. He first gained prominence while acting on the board for the selection of the state railroad commission, which was appointed by the governor but was

subject to confirmation by the board. Governor Sparks had nominated a man who was believed to be too close to the Southern Pacific Company to act impartially for the State and its citizens, and through the untiring efforts of Mr. Dickerson confirmation of his name was held up.

This action caused some unpleasantness between the governor and Mr. Dickerson, but the latter remained steadfast in his stand and finally the governor was compelled to withdraw the name of the obnoxious man and substitute that of another who was believed without bias. For months the governor and lieutenant-governor were hardly on speaking terms but Mr. Dickerson attained his object in securing the appointment of an impartial railroad commission.

Mr. Dickerson became governor on the death of Governor Sparks, who did not live to complete his term, and the lieutenant-governor filled the executive chair with credit to the State. He was nominated for governor at the ensuing election but was defeated by Tasker L. Oddie.

Mr. Dickerson, who came to Nevada in 1899, was a native of California and in his younger days worked in the mines of that State as well as in Colorado, Idaho and other coast states. He was considered one of the best posted men in the State on the mineral resources of Nevada.

William Hayes, another of the early-day residents of Ely, was engaged in the mercantile business and also handled White Pine county script for many years. Mr. Hayes and his sister Ellen were business partners in Ely for many years, coming to the county seat from Hamilton, where they had been engaged in the laundry business since the early '70s. Mr. Hayes and his sister by industry and perseverance amassed a comfortable fortune and both were always in the forefront in all movements to upbuild the city. Mr.

Hayes died in the early part of the present century and was followed in death by his sister a few years later.

A. B. Treece came from Missouri to Shermantown in 1869 and followed millwork until 1874, when he moved to Eberhardt. In his spare time he studied law and drew up public documents and did other clerical work in the summer season and during the winter engaged in woodchopping in the hills until 1878, when Frank Drake proposed that Mr. Treece make the race for district attorney.

Mr. Treece, who was better known as "The Major," was engaged at the time in chopping wood for the writer, who advanced the fifty dollars necessary to pay his assessment at the county convention at Hamilton, while Mr. Drake advanced the money for a suit of clothes for the major. Mr. Treece was elected but two years later he was defeated for reelection by Charles Thackston, who rode into office on the James G. Fair landslide of 1880. in 1882 the major was again elected and held the office continuously after that until his death in the late '90s.

For years Major Treece was the only attorney in White Pine county until about 1884, when Frank X. Murphy moved to Taylor from Eureka and immediately thereafter sought the nomination for district attorney. While the party was anxious to secure new talent for the office, Murphy's maiden speech in the convention effectually killed whatever chance he might have had of securing the nomination. In this speech he, in effect, declared that if elected he would put all the democrats in the county jail and release all the republicans. So radical and vicious were his remarks that he was dubbed "Triple X Murphy," the name being taken from a particularly strong

and fiery brand of horse liniment in general use among farmers at that time.

Murphy moved to Ely when the town started and practiced law there for a short time. He later moved from Ely to Elko county and served one term in that county as district attorney. He then moved from Elko to Winnemucca, Humboldt county, and was elected to the same office there. "Murf," as he was popularly known, finally came to be recognized as one of Nevada's biggest and brainiest lawyers. When the writer last met him in 1905 he was one of the leading attorneys in the famous Bullfrog mining district during the exciting days of Rhyolite and had pitted against him such well known attorneys as William M. Stewart, former United States Senator from Nevada. Mr. Murphy died shortly afterward, I understand.

From 1874 until 1904, I believe, W. C. Love, F. X. Murphy and C. A. Walker were the only three licensed attorneys in White Pine county. A. B. Treece, O. H. Gray, A. T. Stearns, D. R. Collins and Charles Thackston all practiced in the justice courts and all held the office of district attorney at different times except Mr. Gray and Mr. Collins.

Angus B. McDonald arrived at Cherry Creek in the late '70s or early '80s and at first was employed by John Wearne, who was operating a sawmill. When the Cherry Creek crash came Mr. Wearne was unable to pay Mr. McDonald considerable back wages that he had coming, so I believe that Mr. McDonald agreed to take over the saw mill and to pay Wearne the difference. Mr. McDonald at once moved the mill from the Cherry Creek mountains to the Dutch Creek range and shortly afterward sent for the girl he had left behind him in Nova Scotia. At this time there was very little spare money in the county,

and it was only by the greatest industry that Mr. McDonald, a rare type of the rugged pioneers who built up the county, was able to make any progress in business.

The writer at this time was employed to make occasional trips to haul the lumber output of the mill to Ely, the freight being advanced by J. B. Williamson of Ely, who handled the lumber for Mr. McDonald. It took but very little lumber to supply Ely and the surrounding mines at this period. Mr. McDonald's mill was located on a pretty stream at the mouth of a wide and deep canyon which extended for miles back into the mountains. Mr. McDonald was accustomed to take his ax and yoke of oxen, go back into the mountains, cut and haul the logs to the mill and while resting he would cut lumber.

Mr. McDonald had an established reputation throughout the county as an honest and reliable business man whose word was as good as his bond. When he sent word that a load of lumber would be ready at a certain time he never failed to make good. He continued his hard work with the sawmill until the boom struck Ely, when, I understand, fortune deservedly smiled on him.

Ira J. McKnight came to White Pine county when still a small boy, accompanying his mother, Mrs. Alice Shekel, and with the exception of such time as he was away at school has spent the greater part of his life in the county. After completing his education Mr. McKnight engaged in ranching and stockraising with his mother until along in the early '80s, when he was married to Miss Lizzie Horl, one of the county's popular girls. After his marriage Mr. McKnight moved to Cherry Creek, where he engaged in the harness and saddlery business. Mr. and Mrs. McKnight were equally well liked and popular throughout

the county and for years were leaders in the social activities of Hamilton, Cherry Creek and Ely.

At the time he was a resident of Cherry Creek, Mr. McKnight was elected county commissioner and worked in harmony and close cooperation with Crane Gallagher, M. B. Garaghan and John B. Williamson, all of whom were in charge of county affairs, and it was due to the tireless activity, honesty and sound business judgment of these men that White Pine county was redeemed from the staggering load of indebtedness which had been left as a heritage by former county administrations.

When Ely became a permanent town on the map Mr. McKnight moved there, and while I believe he has always been engaged at his trade of saddlery and harness making, he has never been found wanting in his support of any movement that would advance the interests of his home city and county.

D. C. McQuitty, one of White Pine county's very first settlers, whose name has appeared casually in my previous chapters, was for nearly forty years one of our foremost and most highly respected citizens. Mr. McQuitty moved from White River valley to the Carnahan ranch in 1880, raised one crop there before he moved to Murray creek, below where Ely was later located. Mr. McQuitty was a farmer and was considered one of the most successful grain raisers in the State. Uncle Dave, as he was affectionately known, could sow barley anywhere or in any year and could harvest a ton to the acre. Mr. and Mrs. McQuitty raised four children, Andrew, Lizzie, Jimmie and David, Jr., all of whom grew up to make model citizens. The McQuittys moved to southern California for two years during Los Angeles' first boom in the early '80s, returning to Murray creek where they remained until they

returned to Los Angeles during the latter '90s. Mr. McQuitty was elected to the assembly from White Pine county and introduced the first bill appropriating money to sink for artesian water, but, as Uncle David said, when those politicians from the western part of the state were through amending it he did not know the bill when it came up for passage, and he told his fellow members that when he was nominated and started out to canvass for votes he had promised every farmer in White Pine an artesian well, and that he had stood in with other members to help pass every measure that had come up in the lower house, and now when his bill came up all he could recognize of it was the enacting clause, hence he voted to table the bill indefinitely.

Investments made by Mr. McQuitty during the early boom in Los Angeles grew into a comfortable fortune before he died quite recently in the California city.

D. C. McDonald, one of the most prominent of the early pioneers of Ely, was among the first men to locate in the infant camp engaging in the mining and saloon business. Mr. McDonald, in partnership with James H. Harris, owned and operated the largest and most popular saloon in the county and one of the most up-to-date places of its kind in the State for many years. While Mr. McDonald was the head of the firm he devoted most of his time and attention to his mining interests and put through a number of big deals at various times. It may be doubted if any other man in the county has done as much as Mr. McDonald to develop the mining resources of Ely. At no time since the townsite was first located has Mr. McDonald been found wanting in any movement that was aimed at the upbuilding of the community. Mr. McDonald was always successful in business and a great deal of his money

was used to help needy prospectors and others who happened to have a bad run of luck.

Mr. McDonald's first partner, Mr. Harris, was cast in a similar mold and was widely known for his charitable acts. Mr. Harris, prior to his death in the early '90s, disposed of his interests to Walter Rynearson, who in partnership with Mr. McDonald operated the big corner saloon for years. Mr. Rynearson, a fine type of the early westerner, was well liked by every man who made his acquaintance. He was nominated by the republican party for sheriff in the early '90s and had the distinction of being the only member of the party elected. At this time the county was entirely controlled by the silver party but Mr. Rynearson's popularity easily won him the election, Ben Payne, silver candidate, being defeated by a big majority. The writer knew Mr. Rynearson since the palmy days of Eureka and never saw a man who knew him who was not proud to call him friend. Mr. Rynearson, like Mr. Harris, worked hand in hand with Mr. McDonald during their many years of partnership. His death occurred in 1909.

Mr. McDonald was always considered the brains of the different enterprises in which he was engaged and was always willing to lend a helping hand to a friend if it were in his power. The writer well remembers during the darkest days of Ely when teaming, like everything else, was scarce and cash almost an unknown quantity, McDonald's place was kept open more as a convenience to the poor men who gathered there than from any hope of making profit. Mr. McDonald gladly paid out hundreds of dollars to keep his place warm in the winter and cool in the summer in order to accomodate men who had no other place in which to spend their leisure hours.

Mr. McDonald always enjoyed the confidence

of many prominent outside capitalists and has been the means of bringing as much capital into White Pine county and the city of Ely as any man in the camp and is certainly deserving of credit for his constructive work. He was elected to the assembly on the Democratic ticket in 1895 and served with credit to himself and his constituents. Mr. McDonald was a delegate to the mining congress which met in Los Angeles some years ago, the last time the writer had the pleasure of meeting him. He married Miss Minnie Comins, the accomplished daughter of Mr. and Mrs. H. A. Comins. No history of the county would be complete which did not record the name of D. C. McDonald in capital letters.

A. N. McDonald, an old-time and highly respected resident of Taylor, Argus Mill and Ely, was for years engaged in ranching with H. A. Comins during the summer months and in the wood and timber business with the writer in the winter season during the palmy days of Taylor and the operation of the Argus mill. Angus, while a native of Canada, was one hundred per cent American. Since the early '80s the writer has had business dealings with Mr. McDonald and always found him honest and upright. Mr. McDonald married Miss Etta Comins, the eldest daughter of Mr. and Mrs. H. A. Comins, one of White Pine county's most accomplished young ladies.

Jerry Kent, another of the early-day settlers, located at Duck creek when he first came to the county and engaged in ranching until about 1886 or 1887, when he became ranch foreman for W. N. McGill, a position he was still holding when the writer left the county. Mr. Kent was somewhat of a mechanical genius and could overhaul or repair any kind of farm machinery or equipment. He was also a great lover of animals and could go

into a corral and make friends with a wild broncho or unruly cow more quickly than any other man in the county.

He was likewise popular with all of the men under him, being kind and considerate to his fellow employes while at the same time loyal to the interests of his employer. While often urged by his friends to make the race for public offices he steadfastly declined to allow the use of his name, though it was evident that he could easily have been elected to any office to which he might have aspired.

Neil J. Monroe was also among the earliest arrivals at the new camp of Ely, where he engaged in the hotel business, having moved his former hotel buildings from Star hill, at Cherry Creek. Mr. Monroe in the early '70s worked in the mines at Cherry Creek and was married there in the late '70s to Miss Mary McLaughlin. Mr. and Mrs. Monroe raised two children, Sophia and Josephine. Mr. Monroe, like many of the other early-day settlers, invested his spare money in mines and I understand he made considerable money when the boom came.

Phil McKernan arrived in White Pine county in the early '80s and, with the exception of a few years spent in southern California, has been a resident of the county ever since, having at different times been engaged in mining, milling, teaming and ranching. Mr. McKernan married Miss Alice Randall, accomplished daughter of Mr. and Mrs. Henry Randall, formerly of Shermantown and Eberhardt. Mr. and Mrs. McKernan raised a family in the county and their children were as highly respected and well liked as their parents. The oldest, John O. McKernan, I understand, has held public office in the county and has filled the place with credit to himself and profit to his constituents.

William A. Moyle, Del Leahigh, John Magnuson, Josiah Miles, Percy Jackson, K. C. Davis, William Peters, Fred Oldfield, William Stewart, Harry Randall, John H. Eager, John and Guy Gallagher, Jim, Alex and Robert Beard were all promising young men when the writer left the county.

Ernest Jackson, who was somewhat younger than the others above named, was employed by the writer, having charge of the livery, feed and sales stables in Ely. Ernest, while a boy in years, was a man in wisdom, being bright, honest and trustworthy. For long periods he was left in sole charge of the business and in spite of his youth could always be trusted to carry on affairs in a capable manner. He was always at his post day or night, when wanted and aided in the support of his mother, rather unusual among the young boys in those days.

Edward Bennett, another young man raised in White Pine county, was for many years one of the trusted employes of the writer and worked at the livery, teaming and stage business throughout Nevada and Wyoming. Mr. Bennett was an excellent hand with horses and could ride, drive or shoe any sort of broncho. He was also an excellent carpenter and could plan and build a barn, house or stage station. At a time when every man was expected to turn his hand to almost anything, Ed was also entrusted with keeping the books, drawing checks and paying the men, all of which duties he performed in a way that left no room for criticism. He was also entrusted with many business deals and the writer never worried while Mr. Bennett was looking after affairs. He also at times engaged in ranching on his own account, and as far as I know never worked for any man for wages with the exception of the writer, so that perhaps no other man is so

well able to judge his real ability and to vouch for his honesty and loyalty.

Charles A. Walker came to Hamilton from Leland Stanford University, where he had graduated in the department of law, in 1897, and I believe taught school for a year in Hamilton before moving to Ely, where he engaged in the practice of law. Like many other business and professional men who came to the district, Mr. Walker concluded that White Pine looked good to him, and by his ability, perseverance and strict attention to business soon built up an excellent practice. Legal talent in White Pine county was scarce at that time, so that Mr. Walker's services were greatly in demand and he always justified the confidence placed in him by his clients. At the time the writer left Ely Mr. Walker was one of the town's leading attorneys, a place which he richly deserved.

Dave Dennett, another of the early-day miners and prospectors, spent the greater part of his life in White Pine county, engaging chiefly in prospecting. While Mr. Dennett was an experienced millman and an excellent miner, the lure of a prospect had a compelling attraction for him and he could always be counted on to be among the earliest arrivals at the scene of any new mining discovery. Unfortunately his energy in seeking the elusive paystreak did not meet with the reward it should. For many years he was grubstaked by Mrs. Fannie E. Yates, who was always ready to give any assistance in her power to prospectors in the district.

D. C. McDonald was another man who grubstaked Dennett from time to time on his journeys, as Dave, like the wild geese, would generally go south in the fall and return in the spring. He would often return from these trips with wonderful samples of ore and Mr. McDonald finally

nicknamed him "Breyfogle the Second," from the fact that Breyfogle could find the richest mines in the world but could never show others where they were located.

CHAPTER XXIV.

STAGE MAIL ROUTES IN WHITE PINE.

Prior to 1890 there was operative within the limits of White Pine county two thousand seven hundred and ninety-two miles of stage mail routes, all of which had been bid in under government contracts by eastern professional bidders, sub-contracts then being awarded by these contractors to local men, the original bidders retaining most of the profit in the transaction. Until 1890 the following services were being operated in the county.

Ely to Eureka, ninety miles, six round trips a week, equivalent to one thousand and eighty miles of service.

Cole Creek to Eureka, fifty miles, one trip a week, one hundred miles.

Cherry Creek to Wells, one hundred miles, three round trips weekly, six hundred miles.

Cherry Creek to Aurum, thirty miles, one round trip weekly, sixty miles.

Cherry Creek to Ely, fifty miles, two round trips weekly, two hundred miles.

Osceola to Geyser, thirty miles, one round trip weekly, sixty miles.

Ely to Frisco, Utah, one hundred and forty-three miles, two round trips weekly, five hundred and seventy-two miles.

Ely to Sunnyside, sixty miles, one round trip weekly, one hundred and twenty miles—or a total of two thousand seven hundred and ninety-two miles weekly for the eight lines.

ON THE ELY AND EUREKA ROAD

At this time there was keen bidding by the easterners, who cut the contract figure at each successive letting of bids, and as a consequence the local sub-contractors, who carried the burden, were compelled to take less for their services. The result was that the service suffered and the sub-contractors in many cases were unable to meet their obligations, so that at times the guarantors were compelled to step in and take over the service.

Old carts, buckboards and dilapidated wagons, in fact almost anything that could be pressed into service, were used for carrying the mails, so that travelers who wished to visit the different towns on the routes could not secure adequate accomodations and were forced to hire livery rigs. This naturally also cut into profits that should have been made by the mail carriers.

So unsatisfactory was the mail service that just prior to 1890 the matter was taken up with W. N. McGill and A. C. Cleveland, who agreed to go on the writer's bond for fifty thousand dollars each and help finance and equip the various routes if the writer would secure the mail contracts and act as general manager for the service. Following the Dorsey mail frauds, exposed several years previously, the government required mail contractors to furnish a bond, which had to be secured by unencumbered real estate, a description of which had to be filed with the bond.

As a result of this agreement and due solely to the loyalty of these bondsmen, the writer was enabled to secure contracts in the county and the service was built up and extended, so that when the writer left the State in 1904 there were in operation within the limits of the county five thousand six hundred and thirty-eight miles of mail stage lines, compared to two thousand seven hundred and ninety-two miles in operation prev-

ious to 1890, when the first contracts were secured. The service in 1904 was as follows:

Cherry Creek to Wells, six times a week, one thousand two hundred miles.

Cherry Creek to Aurum, three times a week, one hundred and eighty miles.

Eureka to Ely, six times a week, one thousand and eighty miles.

To Hamilton, twice a week, operating by way of Six-Mile House, Currant Creek and Duckwater, two hundred and eighty miles.

Cole Creek to Eureka, twice a week, two hundred miles.

Ely to Frisco, three times a week, eight hundred and fifty-eight miles.

Osceola to Pioche, twice a week, three hundred and sixty miles.

Ely and Sunnyside to Pioche, three times a week, seven hundred and twenty miles.

Aurum and Cleveland to Osceola, twice a week, two hundred and sixty miles.

Ely to Duck Creek, twice a week, eighty miles.

Hamilton to Stockville, twice a week, one hundred and twenty miles.

Cherry Creek to Ely, three times a week, three hundred miles—a grand total of five thousand six hundred and thirty-eight miles.

No two men in the State could qualify on a government bond for more than Mr. McGill and Mr. Cleveland, and they were willing to take the chance in order that the county might have a mail service that was second to none in the West. I believe that at this period there was not another town in the country with the population of Ely which had such excellent mail service. While there were other large landholders in the state, notably J. B. Gallagher, James Nichols and D. C. Simpson, all of Mason Valley, George Carrol and E. B. Pierce of Humboldt county and John Carl-

ing of Lyon county, the lands held by these men were mostly adapted only for grazing purposes and were not so valuable as the holdings of Mr. McGill and Mr. Cleveland.

At no time between 1890 and 1904 were there less than seventeen mails reaching Ely each week, the service including mail six times a week from Eureka by way of Hamilton, three times a week from Wells by way of Cherry Creek, three times a week from Frisco by way of Osceola, three times a week from Pioche by way of Sunnyside, and twice a week from Duck Creek by way of McGill. In 1901 and 1902 there was an additional service three times a week between Cherry Creek and Ely, making twenty mails a week at that time. There was always, since 1890, a six times a week service between Cherry Creek and Wells, but when Ely would show signs of prosperity the writer, without mail pay, would take three extra trips a week, this being justified by the passenger and express traffic, as travellers invariably preferred the Wells-Cherry Creek route.

Thus Ely was at this time receiving twelve mails weekly direct from the east and west. Mail leaving Palisade in the morning for Eureka and Ely reached Ely the following morning about four o'clock, while mail leaving Wells in the morning reached Ely the following morning about five o'clock. This not only gave the town people but also the people along the route under the mail box system mail six times a week.

Mail pay at this time was small and in order to make any money it was necessary for the contractor to cooperate with the business men and arrange for traffic. The writer well remembers when a crate of fruit for Fred Clark, a case of cigars for John Weber, a keg of beer for McDonald's saloon or a Merino buck for McGill's ranch looked as big to him as a trainload of copper would

now look to the Nevada Northern. It was the loyalty and cooperation of these business men that made the service profitable to the contractor and convenient for the patron.

For the convenience of the farmers in Steptoe valley, Steptoe had a postoffice with William Campbell or his wife acting as postmaster. At Duck Creek was a postoffice presided over by Crane Gallagher or his wife, while Mrs. McGill was in charge of the office at McGill. While these offices were more troublesome than lucrative, these people were willing to serve that their neighbors might have the benefit of the mails. The writer often wonders if, since the advent of the railroad, these farmers have been blessed with such good mail service.

At the time when Giroux first started operations at Pilot Knob the mail route was changed from Robinson summit road to the route embracing West Camp, Pilot Knob and Ruth, giving them mail an hour or so earlier than Ely people and obviating the necessity of their sending to town by special messenger. In return for this change in routing the Knob and Ruth operators reciprocated by giving the mail stages a good share of passenger and express business.

It was not uncommon in these days, when county road and bridge building funds were a thing unknown for Crane Gallagher to bridge Duck Creek or for Billy McGill to send his men and teams to the mountains for timber to bridge the slough so that the mail might be delivered to their ranches. These old-time, public spirited citizens certainly made life worth living. The writer operated seven hundred miles of stage lines in Wyoming and over five hundred miles in Utah, California and Colorado, but in none of these states were the people so favored with mail facilities as Nevada, while no part of Nevada received such

good service as White Pine county and no part of the county was as well favored as Ely.

The writer, during his connection with the service, had occasion to visit Washington, D. C., many times in regard to changes of schedule, increasing the service and establishing new routes and offices along the various lines, and he recalls one particular instance where he appeared before the second assistant postmaster general, who had charge of all the star route mail service, the official in charge at this time being General Schallenberger of Pennsylvania. At the time the writer sought to change his Eureka-Ely line schedule so as to leave Eureka in the morning instead of at noon, in order to get over the deep snow in the Hamilton mountains during daylight, and also to leave Ely at an earlier hour for the same purpose.

When the matter was put before General Schallenberger he at once turned to the map and could readily see where the change would be beneficial to the service during the winter months, but said that the schedule was part of the contract and could only be changed on petition of the people receiving the mails. He said that he would be glad to make such change as the people asked, advising me to get up a petition and to make it as strong as possible.

"Have all your business men, your bankers, your newspapers and publishing companies, which are the most important of all, sign the petition," he said, adding that the public expects its paper mail at a certain time, while letter mail is problematical.

Ely at this time, according to the United States census, had a population of two hundred and nine, which included Good Tommy (McQuitty's Indian), his squaw and three pappooses. The weekly White Pine News was the only newspaper, while there was no bank in the town. The writer,

manfully smothering a laugh, thanked the general very kindly, failing to enlighten him. So anxious was the general to favor a city as large as Ely appeared to be on the map that he advised the postmaster there to give the carrier the mail two hours in advance of the schedule time pending the return of the writer and the forwarding of the petition asking for the change. This schedule was in operation twelve years later when the writer left and while Ely had lost in population it still had over six hundred miles of mail routes in operation.

CHAPTER XXV.

SOME TEACHERS AND PHYSICIANS OF WHITE PINE.

While no high educational standard was required of teachers in the early days of White Pine county, nevertheless most of the educators who taught in the public schools were well qualified for the work, and when in later years the examinations for teachers were made more rigid those who still followed the profession were able to pass the tests successfully. From 1874 until about 1900 the ranks of the teachers were recruited chiefly from the residents of the county.

Miss Alice Heager taught in Hamilton in 1874-75 and later presided at other schools throughout the county until the time of her marriage to George Childs in Hamilton. Her sister, Miss Laura Heager, taught her first school at White River in 1876. She was married to a man named McNaughton at Eureka in the early '80s and after his death became the wife of Jake Hohge, a prominent business man of Eureka.

Miss Ada Vandershaw was also an early-day teacher at Hamilton and later was employed by

other towns in the county until her marriage on New Year's day, 1877, to C. A. (Arthur) Mathewson at Hamilton. Mrs. Taylor also taught in Hamilton for several years before her marriage to Sheriff Henry Lander of Cherry Creek in 1883.

O. L. Benedict and his wife taught the Cherry Creek school from 1880 to 1884. A. T. Stearns also, I believe, taught in Cherry Creek for one term and also taught at Ely during the '90s prior to his election as district attorney and county school superintendent. Mr. Stearns was principal of the state university at Elko before Elko county sold the charter to Washoe county for twenty thousand dollars, reserving the building for hospital purposes.

Miss Rose McLaughlin also taught in the public schools until her marriage in the late '90s to Mr. Hankins, a prosperous rancher of Newark valley. Miss Roark taught part of a term at Schellborne in the late '80s. Agnes Timson, daughter of Mr. and Mrs. William Timson of Hamilton, also taught for several years prior to her marriage in the late '90s to Mr. Quick, one of the sheep kings of Spring valley.

The Misses Alice, Jennie and Ida Carothers all taught in the county at different times, as mentioned in a previous chapter. Etta Comins, eldest daughter of Mr. and Mrs. H. A. Comins, taught for a few terms previous to her marriage to A. N. McDonald. Miss Gertie Jackson was also employed as teacher at Ward and Taylor until her parents moved to Oregon in the '90s. The Misses Griffin, Mollie and Minnie, I believe were the names, taught the Ward school for several terms. Miss Minnie LeBoiteaux, niece of W. N. McGill, taught in the early '90s before her marriage to R. H. Frank of Cherry Creek. Miss Baker, daughter of Mr. and Mrs. George W. Baker of Snake valley and who later married Dan Simonson,

taught the Snake valley school in the '70s. Miss Euna Riley was also a teacher before her marriage to Dan Dickerson. Miss Riley taught the Cherry Creek school and was deservedly popular with parents and children. Mrs. Dr. M. J. Davis of Ely taught one term at Ely during the '90s. Miss Mabel Stone of Cherry Creek was one of the county's early-day teachers until her marriage to the writer in 1883.

Miss Nora Mason, who was still teaching when the writer left the county, received her early education in the county and began teaching when quite young. O. H. Gray, Henry Lander and the writer were on the examining board at the time Miss Mason received her first certificate. Miss Mason surprised the examiners by answering every question on the printed list and Mr. Gray, who acted as chief examiner, determined to ask a few questions on his own account and which were not on the printed list submitted to the applicant.

"Who was the first president of the United States?" asked Mr. Gray.

"George Washington," was the prompt reply.

"Who was the fourth president?"

"Don't know; who was?" answered Miss Mason.

"Darned if I know. Who was, Henry?" asked Mr. Gray, turning to Mr. Lander.

"Why ask me?" replied Lander. "It all happened before I was born."

"Who was it, Ben?" again asked Mr. Gray, turning to the writer.

Since neither of the other two knew it was an easy matter for the writer to confess his ignorance also, and Miss Mason was not asked any more questions. She received her certificate at once and the next day went to Pete Bennett's ranch to teach the school there.

One of the first physicians to locate in White

Pine county was Dr. Thoma, who was practicing at Hamilton when the writer arrived there in 1875. The next year Dr. Thoma moved to Eureka and after several years there moved to Reno where he practiced until his death in the early twentieth century.

Dr. Henry Hager, who in early days was engaged in the milk business with his father before he went east to study medicine, first began practicing at Hamilton in 1878. He later engaged in practice in different towns in White Pine, Eureka and Elko counties, finally settling in Ruby valley, Elko county. Dr. H. S. Herrick also was a physician in Hamilton for some time and also had a drug store and engaged in business as a money lender. Dr. Herrick also for some years had the contract to run the county hospital, being paid three hundred dollars a month to feed, clothe and care for all patients brought to the hospital.

Dr. Tufford, Dr. Rockman and Dr. J. D. Campbell, now of Pioche, all came to Cherry Creek during the palmy days of that camp. Dr. Rockman stayed only a few months in 1881, while Dr. Tufford moved to Ward and from there to Taylor, where he practiced during the life of that camp. Dr. Campbell came direct from Ann Arbor in the spring of 1881 and opened up his first office at Cherry Creek, where he stayed until the discovery of the Taylor district, when he moved there and in the late '80s moved to Pioche. Dr. Campbell married Miss Maggie Leahigh, the eldest daughter of Mrs. Stephen Tucker of Taylor. Dr. Campbell was rated as a first-class physician and was deservedly popular. He served one term in the assembly from White Pine county and later was elected several times as state senator from Lincoln county, I believe.

Dr. M. J. Davis was the first doctor to locate in Ely, coming there in 1888, I believe, when the

town was so dull the citizens got together and pledged the doctor one hundred dollars a month in addition to his regular charges in order to have a physician in the town. Dr. Davis was one of the most successful physicians in the county. In the early '90s Dr. Hammond came to Ely and practiced for several years.

Dr. Rodney H. Richardson was one of the best doctors that ever practiced in the county and was one of the county's most popular men. Dr. Richardson came to Ely in 1889, during the boom inaugurated by Mr. Watson. Dr. Richardson was noted for the fact that regardless of the time of day or night and whether the person who needed his services had money or not, he was always ready to answer a call. In addition to being an excellent physician, Dr. Richardson was one of the town's foremost citizens, always ready to lend a hand in its upbuilding. The doctor, I understand, in later years acquired real estate and mining interests and fortune deservedly smiled on him during Ely's boom days.

Dr. Ascher, then a young man, came to Cherry Creek about 1901 or 1902 and practiced for several years before moving to Humboldt county. Later on he went to Washoe county, where, I understand, he was elected to the State Senate. Dr. Wallace came from California during the early part of the present century and was practicing in Ely when the writer left the county.

Last but not least was old Dr. Willard, who came to Treasure City in 1868, being the first doctor to appear on the ground during that excitement. Dr. Willard, between his profession and the mining game, acquired a comfortable fortune but lost it all when he was sued for malpractice. In his old age the doctor failed to rank high as a physician, whatever he may have been in his younger days.

The writer remembers when Chris Blench, one of his coal burners from Eberhardt, had a violent toothache and met the doctor on the street, asking him to pull the tooth and saying that he had no money but that I would stand good for the bill, which I had to do before the doctor would agree to act. Blench, a Mormon boy, wanted to know what the charge would be and was told the price was two dollars and fifty cents.

Adjourning to Pogonip Bill's saloon, the doctor got out his forceps and soon yanked out a tooth, but it was the wrong one. Previous to the operation the doctor had ordered his victim to take a big drink of brandy. When the wrong tooth was pulled he ordered another drink for the sufferer, and then went at it again, and again he pulled a perfectly sound tooth, leaving the aching molar still in its place. Pulling this sound tooth almost brought the jaw with it, but the doctor insisted that he was entitled to another trial and ordered another drink of brandy for the victim. Before he would serve this drink Pogonip Bill wanted to know who was going to pay for it and the writer had to make good, as the doctor refused to do so.

At his third trial the doctor finally got the right tooth and a few days later sent a bill for seven dollars and fifty cents to the writer for pulling three teeth. His victim refused to pay more than two dollars and fifty cents and made inquiries with a view to starting a damage suit against the doctor, but found that the latter had nothing but a poor old horse, a wife and a house full of children. Since the writer had promised to stand for the bill, and the doctor insisted on collecting the full seven dollars and fifty cents, he was finally forced to cancel a six dollar hay bill owed by the doctor and call the account square.

CHAPTER XXVI.

SOME TRAGEDIES.

Only one outstanding tragedy has marred the peaceful records of Ely since the camp was first located, and only two others of lesser importance occurred in Robinson canyon prior to 1874. What was probably the first murder in the county was that of a man named Benefill,[1] who was killed by Bill Crary in the early '70s and the particulars of which the writer never learned.

The second tragedy which startled early-day settlers was the death of a man named Powers, which occurred in 1873. Powers had squatted on land and built a cabin on Murray creek near the mouth of the canyon and just below the present site of Ely. This land had previously been filed on by George Lamb and it was pending the making of his final proof to the government that Powers located on part of the ground which was within the boundaries of Lamb's filing and on which he later secured patent rights.

In the meantime Powers had made some improvements, planting a garden and raising vegetables for a year or two, and he refused to vacate when ordered to do so by Mr. Lamb. One morning the cabin of Powers was found burned to the ground and in the ruins was found the charred body of the owner. Examination of the body showed that Powers had been shot to death before the cabin was burned.

It was reported that George Davis, a miner and prospector, was a silent partner with Lamb in the land, and suspicion naturally pointed to the two men, but no direct proof was secured and the men were never arrested, as their previous records were so good that few believed they

[1]Perhaps Benefield.

could be guilty of such a crime. The writer was personally acquainted with both men for years and never knew either one to harm any man.

The one great tragedy of Ely's history occurred in January, 1903, when three men were killed outright, a fourth so seriously wounded that he died shortly afterward, and a fifth man shot up so that he was confined to a hospital for a long time. The victims were all members of the miners' union and all were killed by John Traylor, in charge of the Martin mines, as the result of an alleged plot by the miners' union to kidnap him.

Mulford Martin, a resident of New York, had employed Traylor to operate the mines and also, I believe, a mill. The property had just started operations when the miners and millmen struck for higher wages, closing down the plant. Before the miners walked out Traylor told them he had written to Martin advising him to increase the wage scale from three dollars a day to three dollars and fifty cents a day, a similiar advance having been made a short time before by other operators in the district. He also told the men that he had advised his employer that a strike was unavoidable if the men's wage demands were refused and he asked that the strike be postponed until he could receive a reply to his letter.

After a short time the men, seeing that no preparations were being made to resume work and becoming anxious over the shutdown, went to Traylor with a peremptory demand that he resume operations or leave town. Faced by this threat, the superintendent went to the office of Judge Walker, attorney for the company, and arranged by telephone to meet William Lloyd, president of the miners' union, that afternoon at the office of Judge Walker. Traylor believed that when he showed the union officials copies of his

letters to the owner of the property urging him to raise wages he would be able to pacify the miners.

The writer happened to be in Judge Walker's office when the hour scheduled for the conference arrived, but the representative of the miners failed to put in an appearance. A short time later either Judge Walker or Mr. Traylor called up the head-quarters of the miners' union to inquire the reason for the nonappearance of Lloyd and was curtly informed that the head-quarters of the miners was at their office and if Mr. Traylor desired to see them he could go there. Mr. Traylor was greatly disappointed and the matter was dropped.

Late in the afternoon Mr. Traylor was sitting on the counter in the Graham store, the writer also happening to be present at the time, when a committee of the miners came in and demanded to know what he proposed to do about starting up the works. Mr. Traylor replied that he was helpless in the matter and the miners' envoys then served an ultimatum that he start up to the mine or leave town within forty-eight hours.

At the end of the time specified, according to evidence later presented before the grand jury which investigated the killings, the miners' committee engaged two rigs at the Ely livery stable and started up the canyon, being joined just below the Keystone property by about twenty members of the union.

Mr. Traylor at this time was in Ely and, desiring to go to the mine and in view of the threats that had been made by the miners and wishing to avoid trouble, he called on Sheriff William Bassett for protection. Sheriff Bassett assigned his deputy, a man known as Big Tom, to act as guard for Traylor. As Traylor and the deputy were driving along the road to the mine they were stopped by the miners who seized the bridle of

the horse but released the animal at once on demand of the deputy. Traylor and the officer then drove to the mine office while the miners were parleying on the road.

When the deputy began to realize that trouble was imminent he proposed to Traylor that they could leave the office by the back way and return to Ely, but Traylor, fearing that the property might be damaged by the miners, refused to leave. Big Tom then told the mine manager that he was foolish and declared that he himself would return to town whether or not Traylor accompanied him. Traylor then asked the officer for the loan of his gun, after which the deputy left. Traylor, who was then alone, had a gun of his own in addition to that given him by the deputy, and he placed one in each of his outside coat pockets.

Within a few minutes after the departure of the deputy sheriff a committee of five miners marched into the mine office, the president of the union, William Lloyd, remaining outside and standing near the door. The miners' committee again asked Traylor if he purposed to start up the property and received a reply in the negative. Lloyd, from his position just outside the door, then shouted, "Bring him on ,boys," and two miners, one on each side, grabbed Traylor and started for the door.

Traylor, whose arms were free below the elbows, drew both his guns and shot one of his captors through the head and the other through the heart, both men dying instantly. Before the other three men could overpower him he shot and killed the third man and seriously wounded the other two. The men who were killed outright were John Smith, Shamrock Johnson and Jim Skaggs. Jim Berry was so badly wounded that he died a short time later, while the fifth man, Max

Lambert, was taken to a San Francisco hospital in a serious condition but later recovered from his wounds.

After the shooting Traylor escaped by the rear door and made his way to Ely, while the miners who had remained outside the cabin gathered up the dead and wounded and brought them to Ely in the two rigs which had been hired by the committee. Traylor left Ely the night of the killing, going to Elko, where he surrendered to the officers and was at once released on bonds.

At the subsequent grand jury investigation of the case Traylor's letters to his employer were submitted in evidence, together with a statement made by one of the wounded miners that the rigs had been hired for the purpose of kidnapping Traylor and taking him to Wells, and Traylor was at once ordered set free by the jury, which found that he was justified in his action and merely acted in self-defense. I understand that Traylor in now living in Denver.

As a result of the grand jury probe Lloyd, president of the miners' union, was indicted on a charge of attempted kidnaping. After his arrest he was released on bonds furnished by his brother-in-law, J. B. McOmie. Lloyd failed to appear on the date set for his trial and his bonds were ordered forfeited. The decision of the grand jury, following closely on the heels of the killings, is reported to have had a strong bearing on starting the flow of capital to Ely which resulted in the great subsequent development of the camp. The tragedy was also a great blow to the miners' union which was a long time in recovering its former prestige.

CHAPTER XXVII.

GENEROUS HEARTED PIONEERS

The first sheep brought to the Illipah section arrived in the early '80s, being brought in by A. L. Parker, who arrived from Utah and located at Round Springs, eight miles east of Hamilton, on the Ely-Hamilton stage route. Mr. Parker purchased the springs and adjoining range land from George Halstead as a pasture for the several thousand sheep he had brought overland from Utah.

Sheep were no more popular with the cattlemen in those days than in later years and when Mr. Parker crossed the Utah-Nevada state line with his band he was not sure that he would be permitted to reach Round springs. However, Mr. Parker was careful along the trail and did not allow the sheep to trespass on the ranges of the cattlemen except for necessary feed along the way and brought the animals through safely. This fairmindedness, which has always made Mr. Parker look at the other fellow's side of every case, soon won him the regard of his fellow residents of the county, and in a short time he came to be recognized as one of the leading men in the community.

When Mr. Parker first arrived and asked Mr. Cleveland's permission to water his sheep at the streams on the place the writer happened to be at the ranch. Mr. Cleveland not only gave the desired permission but invited Mr. Parker to stay all night and also asked him to bring his men and teams to the house that the men might have supper and the horses be cared for. "Cleve," who never turned any man from his door, and Mr. Parker, whose consideration for the rights of others won him the respect of all, at this time

formed a fast friendship which was only ended by death itself.

Mr. Parker made many friends from the time of his first arrival in the county and was elected county commissioner on the republican ticket shortly after the county seat was moved to Ely, and at all times he was regarded as one of the county's safest and most trustworthy officials. Mr. and Mrs. Parker had a family of several children when they came to Nevada and all grew up to be respected citizens of the county.

Joseph, George and Van Newman, brothers, were three of the steadiest and best liked men in the county. The two latter were virtually raised in the county, being only young boys when they first came to White Pine. The writer first met the family at Cherry Creek in 1880 when George and Van were quite small, while Joe, then a young man, was working at the Star mill. Joe had the deserved reputation of being an excellent millman.

When Cherry Creek ceased to be a producing camp Joe Newman moved to Taylor and was employed first at the Argus and later at the Monitor mill. When these properties ceased operations he moved to Ely when that town became active and was a partner of W. N. McGill in a meat market. Mr. Newman married a daughter of Mr. and Mrs. A. L. Parker in the late '90s and the couple were among the most popular residents in the county seat. Mr. Newman died, I understand, shortly after the writer left the county.

George Newman followed mining during his early manhood up to the time he was elected sheriff of the county in the late '90s and I understand has been connected with the office, either as sheriff or deputy, almost continuously since the time he first entered politics and served with signal success for many years.

Van Newman, the youngest of the three brothers, was not a permanent resident of the county during his early years, having engaged in business in a number of different lively mining camps in the state. Van was popular and successful in every enterprise in which he engaged and ranked as one of the county's best citizens.

A. C. House, one of the state's early pioneers who was highly regarded, arrived in White Pine county in the early '80s. He operated meat markets at different times in Cherry Creek, Taylor and Ely. Few business men, even in the early days of generous pioneers, were more kindhearted or had more sympathy for the poor man than Mr. House, who was never known to turn a man, woman or child away from his shop hungry and who seemed unable to say"No" to anyone as long as he had a pound of meat in the shop. Mr House, who was deservedly popular, was elected county assessor on the Democratic ticket early in the present century and filled the office with great credit. He died shortly after the writer left the county.

J. B. Simpson, another of the Ely early-day settlers, moved from Taylor, where he had been in partnership with Fulton Brinton in the livery business. While still a resident of Taylor Mr. Simpson married the daughter of Mrs. W. R. Bassett and built one of the first residences to be erected in Ely, in the winter of 1886-7. Big Sim, as he was commonly called, was one of the best known and most popular boys of Ely. He was a good hearted fellow and had a faculty for readily making friends. He was not engaged in any particular business or employment after his arrival in Ely in 1886 until W. N. McGill and Bill Lyons started the Chainman mine along in the late '90s and put Sim on as shift boss. After this he began to interest himself in the mining game and, in

company with several others, located a number of claims, which, I understand, brought him a comfortable stake during the boom days.

It was a never-failing source of wonder to many Elyites how Big Sim managed to provide for his family during all the idle, dull days of the town. Sim's strained credit was a standing joke among the business men, yet so pleasing was his personality that he was seldom refused when he asked for anything. W. G. Lyons was perhaps his greatest friend, loaning him two thousand dollars to start in the livery business at Taylor and increasing this by various sums as the years went by.

On a Christmas morning in the early '90s a rumor was quickly circulated that Bill Lyons had made Simpson a Christmas present of five thousand dollars. Miss Ellen Hayes, a partner with her brother, William Hayes, in the store business, asked Mr. Lyons if the report were true and was assured that it was. The merchants, confident that at last overdue accounts would soon be removed from the red ink side of the ledgers, gave a new lease of life to Simpson's expiring credit, and it was some time later before they learned that the five thousand dollar gift was in the form of a receipt for money loaned and which Mr. Lyons had abandoned hope of recovering.

Simpson was always willing to pay but never seemed to have the cash and was always ready to give his note for any bills that he incurred. He was far from being shiftless or worthless but just seemed unable to keep out of debt until the matter came to be almost a joke for the entire town.

One story that abruptly illustrates the general feeling toward "Sim" and his own appreciation of it was repeated for many years in Ely. Simpson one day was gambling in a rather lively game where there was plenty of money on the table and

the gamesters were drinking rather freely. He had been playing in unusual luck for him and at the time had a stack of several hundred dollars in twenty dollar gold pieces in front of him.

Senator H. A. Comins, who came from Maine, where close figuring is considered one of the cardinal virtues, was watching the game and was unusually interested, owing to the fact that he had in his pocket an unpaid note for one hundred dollars indorsed by Simpson in return for sundry food supplies furnished the Simpson family. The opportunity was one not to be overlooked, and while the players were indulging in another friendly round of drinks Senator Comins quietly slipped five of the double eagles from the Simpson stack and just as quietly slipped the receipted note into Simpson's outside coat pocket.

Nothing was said about the transaction, which was not noticed by Simpson, until the next morning, when Mr. Comins met Simpson in front of Fred Clark's drug store and thanked him for paying the note. Simpson, who was greatly mystified, asked what Mr. Comins meant and was informed that he had paid the senator the night before when the boys were all playing poker and drinking.

"Did I pay you that one hundred dollars?" queried Simpson.

"Yes, and I put the receipt in your coat pocket," replied Comins.

Simpson at once felt in his pocket and found the receipt.

"Well, all I got to say is that I must have been damn drunk, senator," was his only comment.

CHAPTER XXVIII.

LIFE INSURANCE IN PIONEER NEVADA.

So varied and interesting were the writer's

early adventures in writing life insurance in White Pine county that possibly a few of them, as they relate to some of the old-timers, may not be uninteresting. During one of the county's periodic spells of dullness, when teaming and freighting might be classed as an occupation but certainly not as a business, the writer decided to tackle life insurance to keep the wolf from the door and, after securing an agency for the New York Life Insurance Company through its Salt Lake City branch, had Dr. Hammond of Ely named as medical examiner for the company.

Patrick Bonner, a well-known miner and business man, a friend of the writer's for over a score of years, was the first applicant secured and, strangely enough, his death was also the first among the large number of people insured throughout the county. Pat, as he was popularly known, had just opened up a saloon at Lane City. This, by the way, was the first business building erected in that town with the exception of the Chainman boarding house, built and operated by J. P. McOmie for the accomodation of the miners. Pat was urged to take out a two thousand five hundred dollar policy, it being explained that the New York Life was the only old-line company that would issue a policy on the life of a miner or saloon-keeper. Mr. Bonner believed that the premium on the policy suggested would be more than he could afford, but agreed to take a one thousand dollar policy.

Just after filling out the application of Mr. Bonner the writer went up the hill where the miners from the Chainman were taking their lunch. Gathered about the blacksmith forge, heating coffee for their lunch, were Phil McKernan, George Holmes, Charlie Gerboth and a man by the name of McLeod, who at that time was unknown to the writer. It only took a few min-

utes to secure the signatures on the dotted line of the first three named, but McLeod, who had a wife and six children in Eureka, declined to take any insurance, saying that his wife objected.

The writer then invited the four miners down the hill to Bonner's saloon for a cigar, and after a general discussion of the necessity of life insurance for men of family Mr. Bonner became so impressed that he decided to change his application and take out the two thousand five hundred dollar policy as he had first been asked to do. He stipulated, however, that arrangements should be made for the payment of premiums semi-annually rather than annually, and this was easily arranged.

After leaving Lane City the writer returned to Ely, where he met W. N. McGill, who had just come from his ranch and who was easily persuaded to take out a five thousand dollar policy. Billy Graham, at that time conducting a store, was next visited and he said that he was carrying a five thousand dollar policy in the Travellers Insurance Company. Being in poor health, he believed that he could not secure any more insurance and when told that it could be arranged at once he agreed to take out a two thousand dollar policy on condition that after its arrival should it prove unsatisfactory, he would not be obliged to keep it. However, the policy more than met all of his expectations, and he at once asked to secure an additional policy of three thousand dollars.

Up to this time Mr. Graham had been afflicted with stomach trouble and had to make frequent trips to San Francisco for treatment, these facts being certified in his application for insurance. When he learned that the medical examiners of one of the greatest insurance companies in the world viewed his disease as of little consequence

he at once took a more roseate view of life and from that time, which was in the early '90s, until the time of the writer's departure from the State in 1904 Mr. Graham, as far as the writer ever learned, never had a sick day. As he repeatedly told me, the assurance of the insurance company's eminent medical men that his affliction was of a trifling nature made a new man of him.

After securing a few more applications around town in addition to those noted, making perhaps ten or a dozen for the week, the writer left shortly afterward for Salt Lake City on business. Opening up the mail which awaited his arrival there one of the first items to claim his attention was a story in the columns of the White Pine News telling of a cavein at the Chainman mine, in which a one hundred and fifty pound rock had fallen on Mr. McLeod, killing him instantly.

Inasmuch as his adventures in the life insurance field had netted him several hundred dollars, the writer, who was called east on business, decided to take his family along for the trip and to stop for a short time at the Omaha exposition. His mail had been sent ahead to the home office of the insurance company in New York and on his arrival there one of the first items to attract his attention was a story in the News telling of the closing down of the Chainman mine and incidentally mentioning that Pat Bonner had moved to Cherry Creek, started a saloon there and died a few weeks later of pneumonia. One may imagine the feelings of the writer on learning that his first applicant for life insurance had died within six months of the time that his policy was issued.

When the matter was explained to Mr. Clark, superintendent of agencies, and in whose department the case fell, he at once took me to the office of President J. A. McCall, who read the item and asked if the insured had left any family. On be-

ing told that Mr. Bonner had left a widow and five or six children he at once turned to Mr. Clark and instructed him to wire immediately to the Utah branch to secure proof of death and to mail a check to the widow immediately. The advertising value of such an occurance, of course, was not overlooked.

After visiting through the south for the winter the writer returned to Nevada and found that Mrs. Bonner had in the meantime received a check from the insurance company for two thousand four hundred and one dollars and fifty cents, the amount due after the company had deducted the premium for the last half of the year, which had not been paid by Mr. Bonner.

As soon after his return as the writer was able to again start his pursuit of insurance prospects he had no trouble in signing up a large number of his friends, as the prompt payment made to the widow of Mr. Bonner was well known and a strong proof of the necessity of life insurance for men with families. Among those who quickly placed their names on the dotted line were Neil Monroe, Sam Parkinson, M. B. Garaghan, Crane Gallagher, Harry Burkett, Ralph Bassett, George Doyle, Tom Davis, John Carlson, John Magnuson, Dan Kennedy and Newt Crosthwaite, all of whom took out policies of from one thousand dollars to five thousand dollars. Billy Graham and W. N. McGill each took out an additional ten thousand dollar policy, while William Hayes took a five thousand dollar policy and Ben Strandman one for three thousand dollars.

It was the large policies taken out by Mr. Graham and Mr. McGill that was a deciding factor in persuading Mr. Hayes to take out a policy, as his sister was opposed to such action. However, the writer caught Mr. Hayes in John Williamson's office and persuaded him to sign up, obtain-

ing his check for the first year's premium. It might not be amiss to say that Mr. Hayes paid but three years' premiums before his death, which came rather suddenly, and the insurance money collected by his sister materially aided her to protect her investments in Ely and to lay the foundation for the seventy-five thousand dollar estate which she left at the time of her death.

At the time Mr. Hayes took out his insurance Ben Strandman was employed by him. Mr. Strandman was anxious to take out insurance but felt unable to do so at that time, so Mr. Hayes agreed to advance the first year's premium on a three thousand dollar policy and to reimburse himself out of the wages of Mr. Strandman. This was done and the following year, before the next premium was due on Mr. Strandman's insurance, he was suddenly claimed by death. With R. A. Reipe, Mr. Strandman had taken some lumber up to a mine owned by Mr. Reipe, the two men planning to repair and retimber an old shaft, as Mr. Strandman was a rough carpenter and well qualified to do the work.

On their arrival at the mine Mr. Strandman went down to see just what work was needed, but he never returned to the surface alive, as he was suffocated by bad air even before he could cry out to Mr. Reipe for help. The three thousand dollar cash insurance certainly proved a blessing to the widow and four or five little children who were left alone at Georgetown, just below Ely.

CHAPTER XXIX

SIDE-LIGHTS ON NEVADA POLITICS.

William M. Stewart, for fifty years one of the leaders in Nevada public life, was not only one of the framers of the State constitution adopted in

1864 but took a prominent part in its adoption and was generally recognized as one of the brainiest men in the State. Mr. Stewart was a lawyer, a statesman and, last but not least, a great politician. He might well be classed as the father of the State, as he was one of the leaders, if not the chief one, of the men who framed the laws which govern the commonwealth.

Mr. Stewart was elected as the first senator after the admission of Nevada to the Union, being overwhelmingly chosen on the first ballot by the legislature in the first State legislature to convene after the admission of the State. Governor Nye was later elected at the same session and served for the short term. He was succeeded in 1868 by John P. Jones. Mr. Stewart, at the expiration of his first term, was reelected in 1870 and served until 1876, when he was succeeded by William Sharon. Mr. Stewart was again reelected to the senate in 1892 and served until 1900 when he retired from politics.

Mr. Stewart was considered one of the brightest lawyers in the West and even while still a young man was retained by several of the big mining companies of the Comstock at a salary of two hundred thousand dollars a year. He first became noted politically when he led the campaign in 1863 against the adoption of the proposed constitution as framed at that time and which provided for the taxation of mines. While he was working in the interest of the mining companies, which were paying him a big yearly retainer, he persuaded the miners and prospectors, who constituted the bulk of the voters, that the taxation provision of the constitution would be a heavy burden to them, and by this argument alone he succeeded in defeating its adoption.

However, in the following year when a new con-

stitution was drafted which exempted the mines from taxation, he advocated its adoption and it was passed by a vote of ten thousand two hundred and sixty-two for and one thousand one hundred and thirty-one against, or at a ratio of approximately nine to one.

Many other men have made their mark in Nevada since the writer first came to the State in 1874, and a detailed mention of them all would require a great space, but mention may be made of the achievements of a few whose names are indissolubly linked with the history of the State.

Richard P. Bland, who was a miner on the Comstock in the early days, made a deep study of the silver question and while working in the mines took advantage of his knowledge of the wonderful ore-bodies being uncovered and invested his savings in mining stocks, reaping a goodly harvest of dollars as a result. With his accumulated savings Mr. Bland returned to his native state—Missouri—and immediately entered the political arena. A short time later he was elected to congress on the democratic ticket and immediately began to champion the cause of silver, an issue concerning which he was admittedly the best posted man in the entire country.

It was solely due to the efforts of Mr. Bland that silver was not wiped out as a circulating medium in 1878, when he was instrumental in having passed what was known as the Bland-Allison Act whereby the treasurer of the United States was ordered to purchase at the current market price and coin monthly from two million dollars to four million dollars, this action being a compromise with the advocates of the single gold standard. United States Senator Allison of Iowa, also a friend of the white metal, worked hard with Mr. Bland to save silver as money.

So popular was Mr. Bland with the leaders of the democratic party that he was urged to accept the nomination for president in 1896 and he became a candidate before the convention, but due to the opposition of eastern monied interests he was unable to secure enough votes and William Jennings Bryan, who was even more bitter against "goldbugs," received the nomination when he delivered his famous speech in which, referring to the single standard, he concluded with a bitter attack on Wall Street and declared "You shall not press down upon the brow of labor this crown of thorns; you shall not crucify mankind upon a cross of gold." Mr. Bland died shortly after his defeat for the presidential nomination.

A story which may be timely is told of Mr. Bland during his last illness. When virtually all hope for his recovery had been abandoned a preacher called to offer spiritual counsel and asked if there was anything he could do for the sufferer. Mr. Bland, who had never been affiliated with any church, replied that after spending five years in the hot mines of the Comstock and fifteen years in a republican congress he had no fears whatever of hell. However, he remarked to the preacher that if the latter had any influence with the good Lord he hoped he would use it in behalf of William Jennings Bryan and the free and unlimited coinage of silver at the ratio of sixteen to one.

George A. Bartlett, who was born in Eureka, Nevada, in the early '70s, spent virtually his entire life in his native state and for years has ranked as one of her foremost citizens. Mr. Bartlett left Nevada long enough to qualify for the profession of law, but the writer cannot recall his leaving for any great period of time from the days when as a boy he used to swing on the wagons hauled

by the writer's bull teams at Eureka in the early '80s until he entered the halls of congress in 1907.

The writer was also running stages at Eureka when Mr. Bartlett first hung out his shingle as a lawyer, and one of the first jobs given the young attorney was when the writer engaged him to write a letter to the postoffice department seeking the remission of a fine imposed on account of mails being delayed while crossing the snowy Hamilton mountains. The letter was a masterpiece and secured the desired result.

Mr. Bartlett was elected to congress in 1906 and reelected in 1908. His services in the State attorney general's office and in that of the United States district attorney for Nevada proved him to be one of the ablest, brightest and most conscientious officials in the State.

While Mr. Bartlett was serving his first term in congress the labor troubles at Goldfield broke out and the governor was forced to call out the militia and later to call a special session of the legislature to deal with the situation. At this special session was enacted the law providing for state police and Mr. Bartlett, who came back from Washington to take part in the fight, was largely instrumental in the passage of the law, as he was perhaps closer to the miners and the mining operators than any other man in the State.

During Mr. Bartlett's second campaign for congress his opponents tried to urge his part in the enactment of the state police law as a reason why he should be defeated, claiming that the law was a blow to the liberty of the workers. This argument was particularly used in isolated mining camps, such as Searchlight, where the greater part of the voters were miners. So convinced were the miners at Searchlight that Bartlett

should be defeated and so strong was the sentiment against him that the democratic county committeeman, who was a miner, refused to take part in welcoming Bartlett to the camp when he was scheduled to arrive during his campaign tour.

The writer, who was operating a stage line between Searchlight and the railroad, was finally forced to enlist the aid of John E. Emerson, the republican mayor, and Henry Perkins, publisher of the Searchlight Bulletin and republican county committeeman, to go to the railroad and welcome Mr. Bartlett on behalf of the town. Bartlett, by the way, was accompanied by a man from Tuscarora named A. P. A. Johnson. The bills announcing the political mass meeting naturally carried the name of Johnson as one of the speakers, and a number of the Irish miners were bitter against Bartlett because he was accompanied by an "A. P. A."

As was customary in those days the candidate, who was accompanied by the mayor, the editor, Mr. Johnson and the writer, after his arrival in town began to set up the drinks for everybody, making the rounds up one side of the street and down the other stopping at every saloon and gambling house and playing the wheel freely as well as calling for liquid refreshments. Whether the "keno" bet was won or lost, the drinks were on the candidate, and as a result when the meeting was called to order early in the evening every seat in the hall was taken. When Mr. Bartlett got through explaining the good points of the police bill and proved how it safeguarded the rights of every man who wanted to work, he had made converts of virtually the entire audience. When Mr. Bartlett left to catch the early morning train it appeared as if the town would vote for him pretty solidly and this belief was later

justified by a count of the ballots, which gave Bartlett one hundred and twenty votes while his opponent, who had spent several days in the town on an active campaign, received but seventy-seven votes, or a majority of forty-three for Bartlett. At the same election Taft defeated Bryan by fifteen votes in the precinct.

Francis G. Newlands, probably the foremost figure in the entire history of Nevada's political life and who did more for the State than any other man sent to Washington, came to Nevada in 1889 and at once became actively identified with politics. Mr. Newlands was the son-in-law of William Sharon, a multimillionaire and former United States Senator from Nevada.

Mr. Newlands made no secret of the fact that he had come to Nevada from California for the purpose of being elected to congress, and he first tried to secure the republican nomination but the party leaders were committed to H. F. Bartine, an old-time warhorse in the party ranks, and asked Mr. Newlands to wait two years and get his name on the tax rolls of the State before seeking political preferment. The republican leaders, however, were anxious to secure the backing of the young millionaire and virtually pledged him the nomination in 1892 if he would consent to step aside for the time being in favor of Bartine's candidacy.

George W. Cassidy at this time was the chief figure in democratic politics and was so well liked by the entire party that it was impossible to unseat him. About this time, however, the issue of bimetallism began to be strongly advocated and Mr. Cassidy, together with a number of disaffected republicans, organized the free silver party. Mr. Newlands who was always a close student of public affairs, became a convert to the

free silver idea and joined that party when it was organized by Mr. Cassidy and others, virtually the entire democratic party and many republicans enrolling under the banner of bimetallism.

At the formal organization of the free silver party Mr. Cassidy delivered the keynote speech in the convention and immediately after concluding his address he was suddenly stricken with a fatal illness and carried to his hotel, where he died a short time afterward.

The death of Mr. Cassidy deprived the new party of one of its chief supporters and Mr. Newlands, being active and brainy, was naturally the choice of the free silver advocates as their standard bearer in the national elections in 1892 and he was nominated for congress. While there were four state and national tickets in the field at the election Mr. Newlands had no difficulty in winning, the entire silver party ticket being successful at the polls in November. From that time on the political future of Mr. Newlands was assured and his rise was rapid.

The republicans, who were anxious to get Mr. Newlands within the ranks of their party and were willing to make some sacrifices in order to secure him, concluded to drop Mr. Bartine and indorsed Mr. Newlands for congress on their ticket, but the leaders of the silver party promptly notified Mr. Newlands that if he accepted the republican indorsement he need look for no support from the free silver party, and as a result he declined the aid of the republicans.

Enemies of Mr. Newlands have charged that he was willing to embrace any political party that would further his political ambitions, and while it may be true that when he came to Nevada he was willing to accept political preferment at the hands of either of the old line parties, in justice

to him it must be said that his advocacy of free silver was sincere and that he spent out of his own private fortune for the advancement of the cause many times the amount that he received from his salary as congressman.

About the time that Mr. Newlands joined the free silver party and after the republicans had unanimously tried to get him within the fold, an inquisitive voter one time asked a group of republican politicians what was Mr. Newlands' party affiliation, and A. C. Cleveland, with more wit than truth, replied that "when Newlands is in California he is a republican; when he is in Nevada he is a free silver man; when he is drunk he is a democrat." The grain of truth in Mr. Cleveland's remark was that after the death of the free silver party Mr. Newlands joined the democratic party and was a steadfast supporter of the ideals of Jefferson up to the time of his death in December ,1917.

While Mr. Newlands probably had no real party affiliations when he came to Nevada he began at once to study the needs of the people of the State and from the time of his first election to the lower branch of congress in 1892 for five successive terms in that body he was one of the brightest and most conscientious men who ever represented the State. Elected on a platform pledged to the free and unlimited coinage of silver, he at once began to make friends with his fellow members of the house and to educate them in the tenets of free silver. It has been reported and never denied that one banquet given by Mr. Newlands in New York to boost the cause of free silver cost the Nevada congressman twenty-two thousand five hundred dollars, and he believed the money well spent since it won over to the

cause of his party several of the East's most influential congressmen.

Feeling that his cause was won so far as the lower house of congress was concerned, Mr. Newlands then began to cultivate the friendship of President Grover Cleveland, who had previously expressed himself in favor of and who was committed to the gold standard. The writer was in Washington at the time Mr. Newlands first set out to capture the support of the president and watched his moves with interest. The writer was, perhaps, as close to Mr. Newlands as any man in White Pine county and throughout the services of Mr. Newlands in both the senate and house, which extended for over twenty years, watched his movements carefully. From close observation of the Nevada statesman the writer believes that he can safely say that Mr. Newlands spent five dollars to advance the cause of his party for every dollar that he spent to secure his own election.

One of the first moves made by Mr. Newlands after his first election to congress, and one which made him popular at the national capital, was the construction of an electric railway connecting Washington with Chevy Chase, a fashionable suburb a few miles distant. Prior to securing a right of way for the proposed line he quietly tipped off a number of his new converts to bimetallism, who were also close friends of President Cleveland. These men were thus enabled to buy up a large tract of land at that time virtually worthless but which was sure to become valuable after the completion of the trolley line. A syndicate was formed for the purchase of the land and after a right of way had been sold to Mr. Newlands the balance of the tract was subdivided and sold by the speculators at a handsome profit. By

a small investment in the syndicate President Cleveland, it is reported, made a profit of one hundred and twenty thousand dollars, but it failed to affect his belief against free silver.

Before the construction of the trolley line Chevy Chase was almost deserted but the suburb took on new life after the electric line was placed in operation. Mr. Newlands also at the same time purchased the famous old Chevy Chase Inn and after renovating the property and installing all modern conveniences presented it to the Daughters of the American Revolution or some other such patriotic society, the name not being clear in the memory of the writer. This action, needless to say, made the Nevada congressman one of the most popular men in the national capital.

The popularity of Newlands was not confined, however, to the people of the national capital, as he soon had a large following among the members of the house and in a short time was able to secure the support of the solid south in any undertaking he cared to start. With this support to aid him he at once began a battle to secure government aid for the irrigation and development of the arid lands of the West and the Newlands reclamation act, probably the most forward looking legislation ever enacted to aid the West, will always remain as a monument to his ability and farsightedness as a statesman.

While the reclamation act was intended to benefit the entire West Mr. Newlands did not lose sight of his own State's needs, and of the first money appropriated under the act he secured four million dollars to be expended in Nevada, this being, I believe, the first federal money that was ever expended in aid of the State's development.

The magnetism of Mr. Newlands won the

friendship of Mr. Roosevelt when the latter became president, and Colonel Roosevelt threw all the weight of his influence behind the movement for the reclamation of arid lands in the West. While Mr. Newlands was the father of the idea and worked unceasingly for years to see that the law was placed on the statute books, President Roosevelt has been given most of the credit when it came to naming towns, dam sites and other improvements which were the outgrowth of the reclamation work. Thus it is that the West is dotted with towns, streets, avenues and hotels named after Roosevelt, while the name of Newlands has been too little honored. Mr Newlands, however, was not seeking fame as a result of his efforts, being content that his work should benefit the West, which had been his home. While the writer was in the national capital in the late '90s the manager of the New Willard hotel, where Mr. Newlands made his home for many years, remarked that if the Nevada senator were from New York or Ohio he would be the biggest man in congress, and this about sums up the general opinion held by many of the residents of the national capital.

Mr. Newlands, after serving for ten years in the lower branch of congress, was elected to the senate in 1903 and served continuously there until his death in December, 1917. During his service in the upper branch of congress he came to be recognized as one of the foremost leaders of the democratic party, a position he had won by his broad statesmanship and far visioning of the needs of the naion. Probably no other man in the senate was closer in the confidence of President Wilson, who called him to direct much of the nation's important work in the early days of the world war. He was a recognized authority not

only on financial affairs of the United States, but was also well informed on all matters of international import and was particularly well posted on the railroads of this country.

It was due to this latter knowledge that he was called on by President Wilson to investigate and report on the feasibility of the United States taking over the permanent control and operation of the railroads. Mr. Newlands, after investigation, reported that the value of the railroads was approximately twenty billion dollars and that he did not believe it feasible for the government to undertake their purchase and operation but thought it advisable that the government should take over the operation of the railways for the period of the world war. He was selected by President Wilson as head of the federal commission to direct the operation of the roads, a work which was interrupted by his death, when he was succeeded by William G. McAdoo.

While the public life and acts of Senator Newlands speak for themselves, it might be fitting in his memory to give a few incidents which, though not generally known, exemplify his spirit of fair play and his conception of his duty to those who had honored him by election as their representative in congress.

Mr. Newlands had been a strong supporter of the proposed law for the direct election of United States senators by a vote of the people, rather than their election by legislatures, which did not always reflect the views of the people. This law was finally enacted by congress early in 1908 and was to become effective in 1910. In the fall of 1908, after Mr. Newlands had been nominated by the democratic party for the senate, the republicans of Nevada having nominated State Senator Flanigan of Washoe county, one of their

strongest and best fitted men, as his opponent, the leaders of the republican party thought they saw a chance to play a shrewd political trick on Mr. Newlands, and Mr. Flanigan challenged him to waive the two years' time before the law providing for the direct election of senators became operative and to carry the test to the polls at the 1908 election. The republicans saw they had nothing to lose, as Mr. Newlands stood an excellent chance of election, but at the same time they figured that he would be kept so busy in Washington that it might be possible to defeat him through a strong canvass of the State by his opponent.

To the great surprise of the republicans Mr. Newlands at once accepted the challenge. He declared that he was a strong supporter of and believer in the law and had worked hard for its passage. In view of these facts, he said, he would be glad to meet the test of his indorsement by the voters, and if the people of Nevada were tired of him the sooner he found it out the better. As a result the fight was made before the people and Mr. Newlands received the greatest majority of any candidate on the ticket in the State. While Bryan carried the State against Taft by only about four hundred votes, Mr. Newlands' plurality over his rival was nearly four thousand votes.

The writer happened to be in Searchlight, in the extreme southern part of the State, at the time of the election, and while Taft carried this precinct by sixteen votes out of a total of one hundred and ninty-six registered, Newlands defeated Flanigan by eighty-two votes. This, too, was in the face of the fact that Mr. Flanigan paid a personal visit to the camp and had virtually made a house to house canvass, while Newlands had never been in the town.

That Senator Newlands had a fine discernment of the ability of men and was able successfully to choose those who were particularly well fitted to occupy important posts is evidenced from his recommendations to the president in the nomination of federal officeholders, and he never failed to remember his own State when federal patronage was to be distributed. His recommendations were respectfully heard and generally acted on by President Wilson, who held him in the highest regard. As an instance of his ability to pick men may be cited the selection of Clay Tallman as United States land commissioner, who was a credit to the State and Nation, and Ray Baker, who successfully filled the position of director of the United States mint. The writer remembers well when Ray Baker, a lad in knee pants, used to swing on the boots of the stage coaches on the streets of Eureka, Nevada, his native town, during the palmy days of that camp.

While Senator Newlands was ever ready to recognize the needs of his constituents and to lend them any aid in his power, he did not overlook an opportunity to befriend others, unselfishness being the keynote of his character, as may be deducted from one or two incidents.

On one of his Washington trips the writer had some business with the office of the superintendent of the inspection division of the postoffice department, a position held at that time by J. B. Cook, who resided on the Baltimore & Ohio a short distance from Washington and who invented a fuel-saving device for railroads. In the course of a conversation Mr. Cook asked me if I was acquainted with any influential man who could assist him financially in securing a patent on his device and suggested that possibly Senator New-

lands might assist him. I at once saw Mr. Newlands and after explaining the matter arranged an interview for Mr. Cook. As a result Mr. Newlands became interested in the invention and financed it for Mr. Cook, who in less than a year disposed of his patent rights to the Pennsylvania railroad for six hundred thousand dollars. Senator Newlands, however, was content with the repayment of the actual money he had advanced to finance the invention.

At another time, the writer prevailed on Senator Newlands to visit the office of the fourth assistant postmaster general to urge the establishment of a mail route from Pioche by way of Eagle valley to Stateline, a petition for the service having been sent in by residents along the proposed route. It was also desired to establish a postoffice at Eagle valley and Senator Newlands had no difficulty in persuading the postoffice officials of the necessity of the service. John J. Bristow of Kansas, who was in charge at the time, demurred at the name of Eagle Valley for the post office on the ground that it was too long and suggested instead that the name of Newlands be given to the new station, it being the policy of the department to use short names when possible. The senator at first refused but finally agreed and this postoffice, with the Newlands addition to Reno, his home town, and the Newlands irrigation project of Nevada are the only cases, as far as the writer knows, where the name of Senator Newlands has been honored. However, Francis G. Newlands, by his great services to Nevada and the entire West, has left a monument that will endure as long as the nation itself.

RT. REV. GEORGE COOLIDGE HUNTING

IN MEMORIAM

RT. REV. GEORGE COOLIDGE HUNTING.

1871-1924.

George Coolidge Hunting was born at Milwaukee, Wisconsin, Oct. 23, 1871, and died at Reno, Nevada, February 6, 1924.

Early in life he decided upon holy orders in the Christian Church. Entering the Virginia Theological Seminary he was graduated therefrom in 1894. Ordained a minister the same year, he was immediately made the Rector of St. Paul's Episcopal church at Virginia City, Nevada.

Four years later he became General Missionary for Utah and Nevada, going from this charge to the church of St. Paul at Evanston, Wyoming, where he remained three years. For five years he served as Superintendent and Chaplin of St. Marks hospital, Salt Lake City.

While serving as a missionary at Ely, Nevada in 1912, he was elected secretary of the eighth province of the board of missions with headquarters at Salt Lake City, Utah, having all of Nevada included in his work.

In 1914 he was elected bishop of Nevada succeeding the late Henry M. Robinson. From this time until his death he made Reno his home.

Bishop Hunting's life work was really all done in the West and with the exception of a few years, all done in the State of Nevada. Few men knew this State and its needs more thoroughly than Bishop Hunting, for he travelled its hills and valleys in every direction thus directly touching its many activities.

He was devoted to the work of his church, yet found time to interest himself in the general welfare and uplift of the different communities in which he lived.

Upon first coming to Nevada he identified himself with the Masonic Order and served as Chaplin of the Grand Lodge in 1923.

He was most proud of the number of churches and chapels he had assisted in building, in the small camps of the State. He never lost hope that soon a noble cathedral would be erected in Reno, as a monument to the work of the church he so well represented. His faith was strong, his belief in humanity sincere and he labored courageously to establish in the hearts of men the finest principles of justice, honor and truth.

In 1894 he married Mary Grace Pullman who now resides in Washington, D. C.

GRANDVILLE ERNEST LEAVITT, M. D.

IN MEMORIAM

GRANDVILLE ERNEST LEAVITT.

1872-1923.

Doctor Grandville Ernest Leavitt was born in California, February 10th, 1872, coming when five years of age to live in Mason Valley, Nevada.

Educated in the public schools and Stanford University, with his professional degree from Cooper Medical College, Doctor Leavitt early came to render service in times of peace and war.

Early in his career he enlisted in the Spanish-American war serving more than a year in the Philippines during the insurrection, returning to establish his practice in his home community. Again in 1918 he answered his country's call and as a Captain of the Medical Corps served at several camps, then going overseas to France and Italy.

On his return from Europe he again took up his practice at Yerington, beloved by his fellowmen.

Doctor Leavitt loved humanity, going where duty called, thinking not of himself but of the needs of others. This desire to serve brought him into active membership with many fraternal orders.

At the time of his death he was secretary of the High School Board and had been appointed to serve on the Governor's Staff with rank of Lieueenant-Colonel.

His accidental drowning while hunting has removed from this State a man of strong personality, a constructive leader who gave unsparing-

ly of his time and energies for civic uplift and betterment.

He married Miss Celia Johns in 1903 who with two sons and a daughter now survive him.

W. N. McGILL

IN MEMORIAM

W. N. McGILL.

1853-1923.

W. N. McGill was a native of Ohio, coming to Nevada when a young man of seventeen years. Locating first in Virginia City, where he was engaged in mining, he went in 1874 to White Pine county, in the capacity of an engineer engaged in the survey of government lands.

From this first hand knowledge of the great valleys and water courses of White Pine, Nye and Lincoln counties, he came in time to be a great land owner, one of the pioneers of this State and a real empire builder, with an honorable record.

In the '90s he formed a partnership with the late Jewett Adams, former Governor of Nevada, and together the two men created one of the largest sheep and cattle industries of the West.

His interests were not confined alone to mining and agriculture but he became President of the First National Bank of Ely and the Ely Packing Co., as well as Director in banking institutions of Salt Lake City.

For six years he was the livestock member of the Nevada Tax Commission and was one of the founders of the Nevada Livestock Association. He did a fine work as Nevada representative on the Executive Committee of the National Wool Growers Association.

Mr. McGill served one term in the Nevada State Legislature. In 1877 he married Mary E. Tuttle and after her death he married Jessie F. Laboi-

teaux. Besides Mrs. McGill he is survived by one daughter and three sons.

Mr. McGill enjoyed the universal respect of a wide acquaintance for he had the gift of a rare personality, was scrupulously honest, possessing the qualities of leadership with an unfailing broadmindedness and fine generosity.

EDWARD B YERINGTON

IN MEMORIAM

EDWARD B. YERINGTON.

1859-1924.

While Edward B. Yerington was born in Gault, Canada, he came to Carson City, Nevada when he was but three years old. So it was as a youth he witnessed the early growth and development of this battle born State and as a man he took an active part in the upbuilding of many varied enterprises.

After his return from Port Hope college, Ontario, he became secretary of the Syndicate Mill, where R. K. Colcord, former governor of Nevada, was in charge of the property.

His father, the late H. M. Yerington, was for many years the superintendent of the Virginia and Truckee Railway. This naturally brought Edward B. Yerington into the official life of the company. For some years he served as secretary, later being elected general freight and passenger agent of this railway.

He early became identified with and acted as secretary for the Carson Water Co., the El Dorado Wood and Flume Co., the Southern Development Co., the Carson-Tahoe Lumber and Flume Co, and the Carson and Colorado Railway Co.

Mr. Yerington married Miss Ella Cogswell of Virginia City, who with four children are now living.

"Ed" Yerington, as he was affectionately called by many people, had the charm of a most friendly nature. To rich and poor alike there was always

the kind word of greeting and a warm clasp of the hand.

He always manifested a keen interest in the work of the State Historical Society, giving to the State Museum valuable and interesting relics of the early pioneer days.

He belonged to the Masonic order in Carson City and was a charter member of the Elks order in Reno.

Mr. Yerington had been ill for some months and passed away February 17, 1924.

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